VOL. CCXXI, No. 2887
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Reg'd

THE SPHERE
With which is incorporated "BLACK & WHITE"
JUNE 11, 1955

The SPHERE

with which is incorporated The GRAPHIC

McVITIE & PRICE
Makers of Finest Quality Biscuits
EDINBURGH · LONDON · MANCHESTER

BY APPOINTMENT TOILET SOAP MAKERS TO THE LATE KING GEORGE VI
Bronnley
FINE SOAPS

Great stuff this Bass
TRADE MARK

WETHERALL
bond st sportsclothes
TRADE MARK
"FOURway" HAND TAILORED CLEVERCHANGE BELTED / UNBELTED topcoats
BRITISH THOROUGHBRED
"DOESKIN + CASHMERE" "RACINplaid"
THE HEAVENLY BLEND OF PURE WOOL PURE CASHMERE
THE WETHERALL HOUSE BOND ST. W.1

'Are you a POLLYGAMIST?'
A POLLYGAMIST is a man who is wedded to 'Polly'
because it makes the liveliest partner for "Scotch".
Apollinaris NATURAL SPARKLING WATER—BOTTLED AT THE SPRING.

Aristocrat of Liqueurs
Drambuie
The Drambuie Liqueur Co., Ltd., York Place, Edinburgh.

WILLIAMS & HUMBERT'S
DRY SACK
REGD.
The World Famous Sherry
SPAIN'S BEST

By appointment Cyder makers to THE LATE KING GEORGE VI · THE LATE QUEEN MARY
WILLIAM GAYMER & SON LTD · ATTLEBOROUGH & LONDON
GAYMER'S
CYDER
FOR THOSE WITH A TASTE FOR QUALITY

ALL CLASSES OF INSURANCE TRANSACTED
UNITED BRITISH INSURANCE COMPANY Ltd.
BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/-

For a dry aperitif

better drink

MARTINI

vermouth

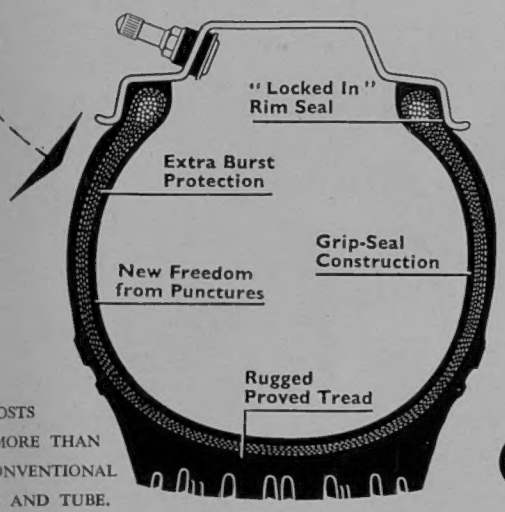
In the true

Continental Manner

A glass of Martini Dry Vermouth, well chilled and with a twist of lemon peel makes the perfect aperitif before lunch or dinner.
(In a bar ask for 'A Dry Martini Vermouth')

GRIP-SEAL CONSTRUCTION makes the Goodyear Tubeless Tyre

...THE MOST EFFICIENT AIR CONTAINER EVER MADE



IT COSTS NO MORE THAN A CONVENTIONAL TYRE AND TUBE.

Precision built to give longer, safer, more trouble-free mileage than ever before possible

As a result of Grip-Seal Construction – a new precision tyre building method – the Goodyear Tubeless Tyre is the most efficient air container every made. In this process, the Rayotwist carcass cords – a Goodyear development – are completely integrated with special rubber compounds. Every element, inside and out, is welded into a single airtight unit – a tube is no longer needed! There is no air loss ! You get puncture and burst protection of a kind previously unknown. Roadside delays are far fewer. Available with Rib or All-Weather tread, it fits all rims except wire wheels – can be mounted singly, in pairs or in sets.

GOODYEAR TUBELESS TYRES

You can tell a Vantella!

You can always recognize its perfect manners! See how it studies your comfort, with its coat-style cut, its unshrinking neckband, its roomy chest. Observe its **Van Heusen** collars and cuffs —always suitably formal, yet never stiff. And observe its tactful price—just **49/-**

VANTELLA Reg.

(with **Van Heusen** *Regd. collars and cuffs)*

The perfect shirt—made by **Cotella**

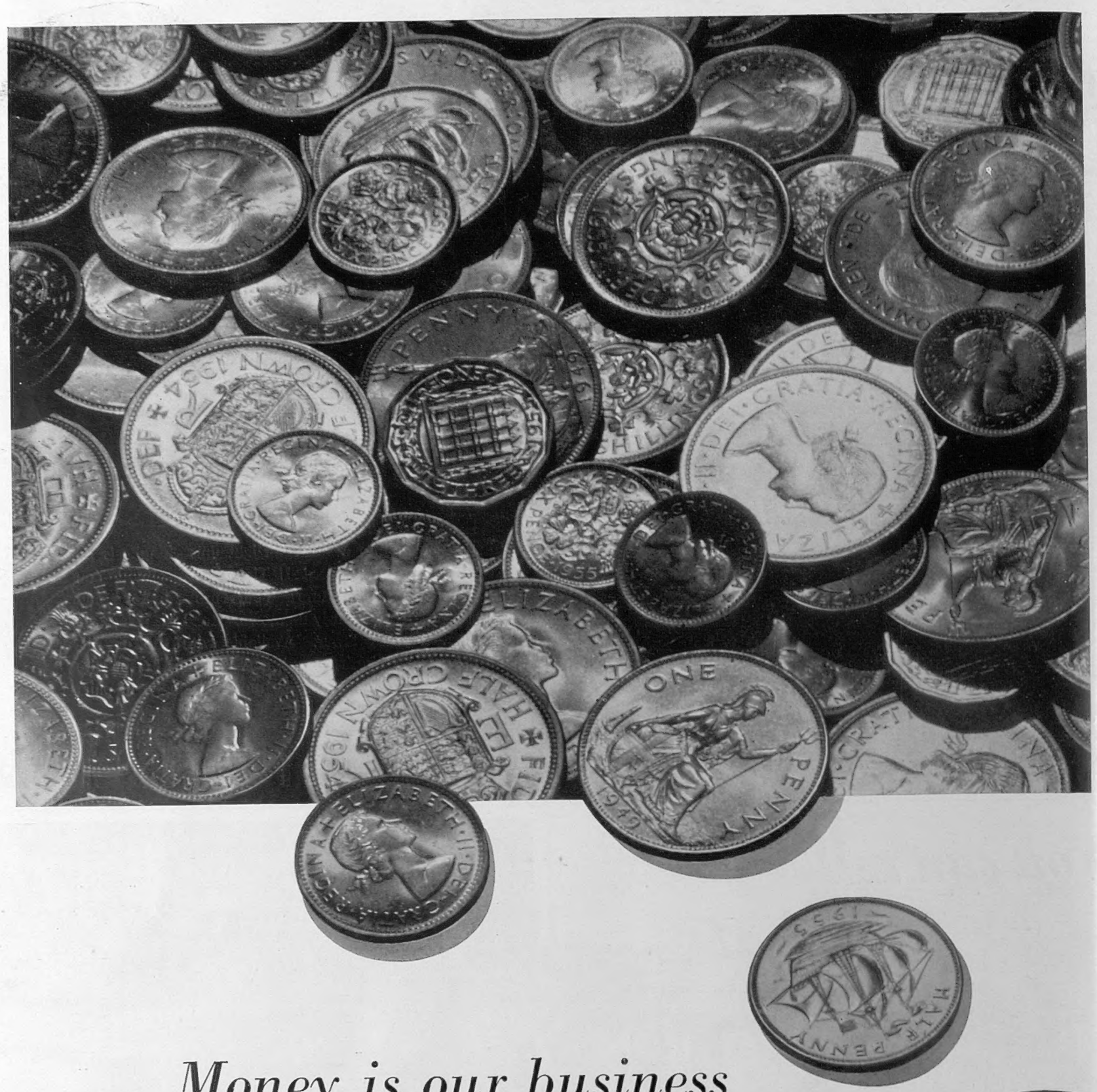
QF

Pattern-card from A/M COTELLA, 1 LONG LANE, SE1

N° 5 - GARDENIA - CUIR DE RUSSIE - N° 22 - BOIS DES ILES

THE MOST TREASURED NAME IN PERFUME

CHANEL



Money is our business

As our customers know well, we do many things besides handling money. But the whole business of banking is founded on notes and coin, and it is still essential that cash should be available wherever it is needed. On an average working day our own cash reserve, spread throughout our more than 2,000 branches, weighs about 2,200 tons, a reasonable enough figure; for after all, money is our business.

Barclays Bank Limited

Volume CCXXI No. 2887 The SPHERE, London, June 11, 1955

The SPHERE

with which is incorporated THE GRAPHIC

PARTIAL PARALYSIS ON THE RAILWAYS OUTSIDE LONDON—AN AERIAL PICTURE OF THE LINES AT WIMBLEDON, IN SOUTH-WEST LONDON, SOON AFTER THE BEGINNING OF THE RAIL STRIKE: Right centre immobilised electric stock is crowded into Wimbledon Park sidings. In the right background, trains are on the curve of the London Transport Executive District service, which was not affected by the strike and was continuing to run. Left centre is the main line from Waterloo.

At first the strike affected mainly passenger traffic. Workers, deprived of the railways, made their way to industrial centres by buses—and private motorists were liberal in giving lifts. Seaside resorts made titanic efforts to return holidaymakers to their homes on time, but how those due to go on holiday were to reach their destinations was a problem. Long-distance bus companies ran as many reliefs as possible, and there were some passenger trains manned by crews from the non-striking National Union of Railwaymen. Then a more serious aspect arose and passenger traffic had to take second place. For there were increasing reports of industries having to close down or work short shifts because of lack of materials. Among the key industries hit were steel and the car export industry. In his broadcast last Sunday the Prime Minister spoke of how the Government was using the Emergency Powers, declared that a continuation of the strike would "smash our hard-earned prosperity" and called on the railwaymen to get back to work quickly. This, he added, was the only basis on which talks could begin between all parties interested. (Further pictures on pp. 410-11.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

"THE TEMPEST" IN REGENT'S PARK

THE FIRST OF THE SEASON'S PERFORMANCES AT THE OPEN-AIR THEATRE IN REGENT'S PARK : James Maxwell as Ariel, Robert Eddison as Prospero, and June Bailey as Miranda in a scene from *The Tempest*, which opened the twenty-second season in the park. The vivid costume of Ariel is one of the most prominent features in the production. Caliban is played by Robert Atkins, who is once again responsible for the smooth running of the season. *The Tempest* is directed by David William. Fortunately, this year the season opened in brighter and warmer weather than on previous occasions, although many of those present on the first night were glad of the comfort of the rugs made available to the public by the management.

On right—

AN AUDIENCE FOR A REHEARSAL : Margaretta Scott, the actress, and her two children, Hugh Delacy (aged 2½) and Susan Margo (four), attend a performance of *The Tempest* during the rehearsals in the park. Miss Scott's husband, John Wooldridge, arranged the music for the play.

PROSPERO WITH HIS DAUGHTER : Robert Eddison is a dignified Prospero and he is ably supported by June Bailey's charming performance of the youthful Miranda.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.* ; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.* ; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Emergency and Austerity.—The Premier acted swiftly to safeguard as far as possible the needs and convenience of the nation during the strikes, and the Queen, on his advice, agreed to advance the date for opening Parliament, as required by the conditions attached to emergency powers. The splendid ceremonial of the opening has been dispensed with and the Trooping the Colour postponed. Thus the public, which greatly values these splendid and traditional scenes, is deprived of its pleasure and may be deprived of other pageantry. This is a small matter compared with the daily privations of the nation, and the last in turn are small matters compared with the damage being done to our national economy. There is one compensation (as I see it) in this austerity. Of all months in the year, June stands out for its traditional pageantry of State and, much as the public value it, it for the most part carries a suggestion of privilege, at odds with the principles of democracy, inevitable as survivals from the age of aristocratic government. In that month falls Ascot—almost a religious ceremony—and the progress of the Garter knights—a body belonging inevitably 90 per cent. to the Tory Party—to St. George's. There are the Birthday Honours, which usually increase hereditary titles, with peerages and often those museum-piece baronetcies. There is that Edwardian relic the "London season," with its "exclusive" balls and advertised "best young people." Strikes or no strikes, the new Government would this June be engaged on matters of vital importance, yet they would not have escaped altogether a tarring with the brush of privilege, so liberally and foolishly splashed by social columnists who are, if they but knew it, Socialism's fifth columnists. The hubris of victory and the bitterness of defeat at the polls would have made a normal June a bad month for a Tory Government to begin or resume its heavy job of leading our democracy out of the wood. As things are, the Government will be spared the unjust label of privilege. It will be seen beyond doubt to be fighting tooth and nail for the nation as a whole, not for any one class, not against the strikers, but for democracy and national survival. It will be off to a favourable start in one sense at least.

Those Strikes.—It is tempting but futile and wrong to treat the present wave of strikes with petulance. The Prime Minister, who has now to face this very dangerous crisis in industrial relations, clearly recognises that no strike, official or unofficial, has ever started with the *prime* object of holding up or punishing the nation. Every one has resulted from deep-seated grievances among the body of strikers, fighting for what they regard as bare justice, even at the price of alienating the sympathy of those on whose support their livelihood ultimately depends—their best friends and allies. Always the problem is how to persuade them where their best interests lie and what is the best means of obtaining them. And it is here that the aggrieved party are led astray so often by hotheads, usually lumped as Communists. For every industry conciliation machinery, set up with infinite thought over years of experience, exists to deal with every possible form of dispute. Through errors on both sides in the past, agitators have often found it easy to persuade the discontented that the machinery does not work, works too slowly, or works one-sidedly, and that only direct action can secure reforms in its working or hasten its operation. Strike after strike has shown us of late that the grievance was real and had overlong been left unadjusted. In whole or part it has been put right and there has never been any victimisation. Victimisation is accepted on either side as having consequences too fearful to employ. Discipline is too dangerous a weapon. It has ceased to exist. And yet, without discipline, no organised body of any kind can be efficient or long survive. The Socialist Party had at the elections a bitter experience of this truth. And the nation at large has never abandoned its belief in the truth. The damage caused in the past months to the nation's economy puts the problem at the very front of the new Government's mandate list. It cannot be settled with the "strong hand" of Government ; it cannot be settled without high courage, infinite patience and tact, and, above all, without co-operation between the political parties and the T.U.C. And the first step must surely be to speed up the machinery of conciliation where it halts, to improve it where it needs improvement, and thereafter to begin the slow task of educating the whole body of workers in industry to a realisation of the inevitably long-term, and often short-term, policy of suicide which lack of discipline and narrow considerations result in. "Who lives if England die ?"

Undoing the Past.—The first and most damnable fallacy to be killed is the fallacy that there are "two sides" in industry. The workers in almost every industry still think and speak in terms of "they" and "we" in relation to employers and employed. Generations of propaganda have rooted in the workers' mind that "two-sides" fallacy. It was this very idea (in those days nearer truth than fallacy) that brought about the legalising of the right to strike by a Tory Government, exactly eighty years ago, and it will take years to eradicate it. Some will say that the workers must always find and brand a tyrant above them to flout and break if they can. None can surely find him to-day in the managements of nationalised industries. Workers may find their managements remote or aloof, even though their interests are represented on them. They cannot find in those managements to-day the stuff of tyrants. Rather, they incline to seek for tyrants among the leaders of their own or allied unions. The killing of this fatal fallacy must take a long time. Other necessary remedies can be tackled with hope of quicker results. Eighty years ago (and, indeed, twenty years ago) the idea of using the strike weapon to settle differences or rivalries between unions had not come into existence. Moreover, the whole intricate question of differentials (that most vicious spiral which for ever alternates new jealousies and new claims between grades of workers in an industry) is a problem for the unions themselves. The employers and managements (often under constitutionally-applied pressure)

"A LITTLE OASIS IN THE HEART OF LONDON"

SIR HARTLEY SHAWCROSS REOPENS THE RESTORED STAPLE INN : In his capacity as Treasurer of Gray's Inn, Sir Hartley Shawcross reopened the Hall and buildings in Staple Inn, which were badly damaged during the war. Sir Hartley referred to the peaceful atmosphere of this old Inn of Chancery just off Holborn. He also presented some ancient silver spoons which originally belonged to the Inn. Staple Inn ceased to be an Inn of Chancery long ago, and since 1886 it has been the possession of the Prudential Assurance Company. The Hall is let to the Institute of Actuaries, who have their headquarters there. (Pictures of the restored Staple Inn appear on pages 424-25)

must indeed allot the cake. It is for the unions to divide it fairly. Here at least is a line on which to begin reform.

Ups and Downs of Political Careers.—One more flashback to the now trite election. What impudent and cruel demands our democracy makes of public men ! Twice reporters, male and female, summoned Mr. Attlee, in the hour of bitter defeat, to do a strip-tease before the public ; and a sadder, more tired gladiator never made a Roman holiday. He is likely to be seventy-six before hope of power can rise again. He cannot have confident hopes of leading the nation again. Churchills are rare. To hammer on in Opposition for eight or nine years, moving an occasional vote of censure, holding together, reuniting and re-educating his party—that may be endurable to younger men. The Whigs were twenty-three years in the wilderness before they passed Reform. But for Mr. Attlee, circumstanced as he is and as his party is, the prospect of continuance in Opposition leadership is not on the face, attractive. Yet I doubt if he will retire, feeling his party still needs him. So few ex-premiers retire. The lure and attractions counter-weigh

the bitterness and disappointment and disillusion. Men let pass the golden moment to retire at the height of their fame. There 's a lot to be said for retirement full of honour from the political scene, though for my part I think it will be for the country's good if Mr. Attlee sees his continued leadership of the Socialist Party in that light. His successful rival faces at once some tremendous problems for solution. He must not underrate one factor which, in my experience, lost many marginal votes to the Socialists—the incidence of unnecessary and reckless strikes, which is to-day surely a duty high up in his mandate to tackle. In this Mr. Attlee must patriotically play his part. In doing so, he will be working for the survival of his own party also, whether or no he contemplates early retirement.

Apathy or Boredom ?—*The Times*, reviewing the election results, trounced us for our apathy. The polls were generally rather smaller than in recent elections, of no more vital importance, and abstentions were not of one party only. It can't be charged up to the weather. Compared with a winter election, conditions were not unfavourable ; not only for vote-casting on May 26, but for attendance at candidates' meetings indoors or outdoors. Was it due to television and radio broadcasts having now killed the old election technique —the personal canvass, the address, the meetings in halls and streets ? Certainly there were dismally small audiences for candidates in hired halls and at street corners all over the country ; and foreign observers were surprised by our apparent lack of interest and of vigorous partisanship. But I doubt if radio and T.V. can claim to have superseded the old technique. T V. could prove terribly dreary. And as for a long succession of party political broadcasts, they may—apart from rare exceptions—fairly claim by their puerile fourth-form technique of *Tu quoque* and dust-raking to kill an intelligent citizen's zest for party politics as long as the memory of his experience survives. Boredom, I fear ; not civic apathy. Personality still counts most and there is to-day a lack of it among candidates of all parties. Given a *personality* —such as Sir Winston, Bevan, Mrs. Braddock—snow, rain, draughts, discomfort are powerless to keep people away. For the most part, you will judge, we turned out to do our duty when and where it seemed necessary.

Radio Plays.—I have far too little experience of television to pronounce on the desirable length of a T V. play. It is otherwise with the sound-box. I have long reached the conclusion that radio sound-plays are too long and that a full hour is the limit which listeners can endure and *that*, I think, goes for the classic dramatists, whose every word may be a jewel, as for the merely competent. The art of drama does not depend on dialogue alone. Obviously the slashing of a great or good stage-play to fit the sound-box can never be said to be a good thing for all interests. It may give the author a chance to be heard on the air but not in the form he would wish to be heard. His every word was chosen with care to build up his play, and he finds it truncated by another hand. The author of a dramatised novel on the radio suffers the same misfortunes, but without ruthless editing, neither the author of two-hour plays nor the novelist can hope to be heard on radio. I am quite sure that one hour is the absolute maximum which listeners can appreciate. In my experience of listening, the play written for radio is nearly always more successful than the adapted stage-play, even though the merit of the author may be far less.

Under Four.—A mile in under four minutes ! Odd, isn't it, that a few years ago such a record was regarded as impossible, a few months ago as a miracle. Now competitors, backed to win in a " serious " mile race, are expected to be able to beat a level four minutes. Why is it so ? Is humanity developing into a race of supermen ? We have no figures to compare the records of the ancient Greeks with our own. No doubt, our tracks are better than theirs and perhaps modern running-shoes are better than bare feet. But the last bunch of mile records were achieved on a soggy track. Are we better fed ? No doubt better than in the war and post-war period, but not better than in Edwardian days. Are our trainers and dietitians and doctors much cleverer than ten years ago ? That is possible. Sport to-day is 100 per cent. professional. Shall we chalk it up to the National Health Service ? I don't think so. It is man unaided by science, the spirit of man which refuses to accept a *status quo*, which will always respond to any challenge to excel, whether on the mountain top, in the deserts of ice or sand, in the air, and under the sea. It is a pity they are physical records. The mind lags behind the body It is time for the mind to catch up and solve the problems of peace and industrial unrest and ignorance, and such. Then we shall *have* something.

THE OLD STAGER

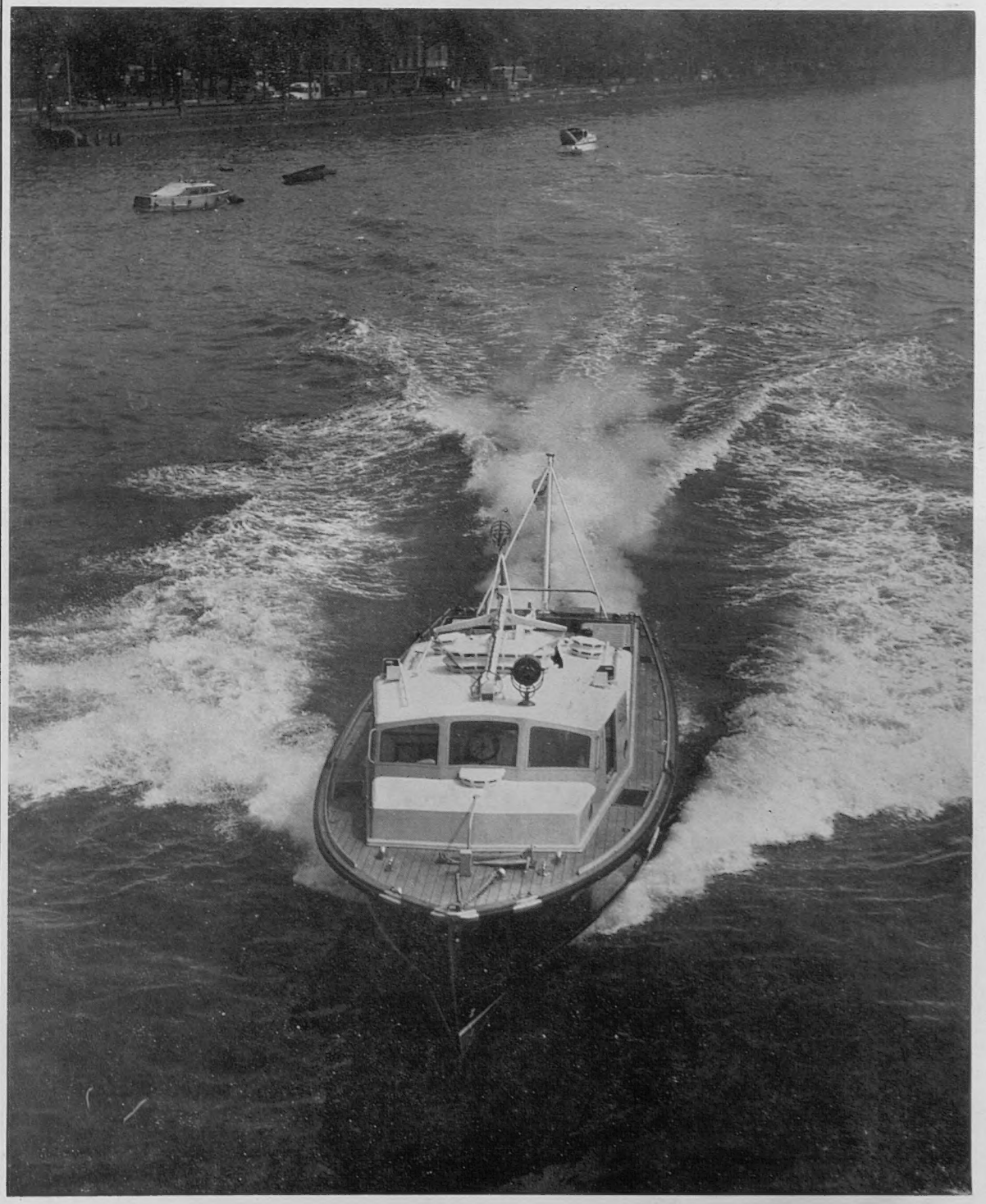
IN NEXT WEEK'S ISSUE

THE PLAN FOR BRITAIN'S ROADS

By "The Sphere" Motoring Correspondent

A NEW HIGH-SPEED LAUNCH FOR THE R.A.F.

THE DEMONSTRATION AT CHELSEA REACH, ON THE THAMES, OF A PROTOTYPE OF A NEW SERIES OF 43-FT. LAUNCHES FOR USE PRIMARILY ON AIR TO SEA BOMBING AND GUNNERY RANGES : The new launch, which has been built by John Thornycroft and Co. Ltd., is seen in the vicinity of Cadogan Pier, and *below*, at speed during the demonstration. She is one of six new launches ordered for the R.A.F. and is designed for clearance of air-sea practice bombing ranges, as well as for air-sea rescue work and in connection with the handling of seaplanes. The launches, which will have a range of 200 sea miles, will be capable of operating with equal success in extreme climatic conditions. The prototype, which was demonstrated, is equipped with twin 190-b.h.p. Rolls-Royce diesel engines, which are capable of an acceleration from standstill to 20 knots within a few seconds. By reversing one engine the launch is able to turn in her own length. The placing of an order for six launches before the completion of the prototype was contrary to usual practice.



FIGHTING THE STRIKE

Pictures of the Railways which are Largely Immobilised; and How the Nation Still Travels and Essential Goods are Carried

LOCOMOTIVES LIE IDLE : The scene is a siding outside King's Cross Station, in London. As the strike continued, available crews from the N.U.R.—the union not on strike—had to be used increasingly for freight rather than passenger traffic.

THE FIGHT TO KEEP THE RAILWAYS GOING : In the Control Room at Euston Station, Mr. Joseph Greenwood, the District Operating Superintendent (nearest camera), works with his staff by the large map, where the detailed progress of skeleton rail services is marked.

R.A.F. POSTMEN : Mails are unloaded from an R.A.F. transport aircraft at Linton-on-Ouse aerodrome in Yorkshire. It brought post from the West Country for the North. It was one of many R.A.F. planes used for carrying the mails.

HOME BY LORRY : Some of the crowd waiting for transport at Tooley Street, near London Bridge, jump on to a lorry. Although the Underground trains continued to run, hundreds of thousands of Londoners were affected by the stoppage on the British Railways suburban lines.

WATERLOO STATION DURING WHAT IS NORMALLY THE MORNING RUSH HOUR : Because of the strike it is deserted, except for a few passengers examining the notices of the skeleton rail services or waiting patiently on the seats. Usually at this time on a June week-day—9 a.m.—Waterloo can claim to be the busiest station in the country and perhaps in the world.

TO WORK BY WATER : Here are some who have taken advantage of a water bus service from Greenwich to bring them to the pier at Charing Cross Bridge.

MOTOR COACHES REPLACE BOAT TRAINS : One of a fleet of coaches drives away with passengers from the *Queen Mary* after the liner had docked at Southampton.

A VAST INCREASE IN BUS PASSENGERS : An evening rush-hour queue stretches right round the corner of Farringdon Avenue, near Fleet Street, in the City of London, to a bus stop. Long, crowded bus journeys with several changes and waits in queues were often the only way the majority of Londoners could go to and from their work.

A CAR PARK ON THE HORSE GUARDS PARADE : Naval and military personnel travelling to London by car during the strike are allowed to park on the sacrosanct parade ground in Whitehall. In the background are the stands erected for the Trooping the Colour ceremony which was postponed because of the strike. High praise has been given to the police and others concerned for their patience and skill in handling the enormously increased volume of traffic in and out of London.

THE SOVIET-YUGOSLAV DECLARATION IS READ OUT: Mr. Gromyko reads the joint declaration in Belgrade immediately before the signing. Listening at the table are, from left, Mr. Mikoyan, Mr. Khrushchev, Marshal Bulganin and Marshal Tito.

A TOAST TO FUTURE CO-EXISTENCE: The Soviet Premier, Marshal Bulganin, and Yugoslavia's President, Marshal Tito, toast each other at a party at the Russian Embassy in Belgrade. Raising his glass at left is Mr. Khrushchev, and in the mirror behind, sitting next to him, can be seen Marshal Tito's wife, Mrs. Broz.

EAST AND WEST IN CONFERENCE

The Soviet and Yugoslav Leaders in Belgrade; and the Foreign Ministers of the European Coal and Steel Community in Sicily

At the end of a week of talks, punctuated by sightseeing tours and dinner parties, a joint declaration was signed by the Soviet Premier and the Yugoslav President. The declaration noted the principles of future co-existence between the two countries, made some vague observations on the present world situation, and gave a detailed seven-point programme for future cultural and economic co-operation. The fact that there was no ideological or political commitment on the part of Yugoslavia is taken to indicate that the talks ended as they began—in a victory for Marshal Tito.

The absence of any ideological agreement is considered to be the most significant result of the Belgrade talks. The Yugoslavs noted with some misgiving that the leader of the Soviet delegation was Mr. Khrushchev, who is not nominally the head of the Soviet Government but the Secretary of the Russian Communist Party. The inference that the Russians had come to woo Yugoslavia back into the official Party fold was not lost on the Yugoslavs. Nor was the fact that at the end of the week it was Marshal Bulganin, the Soviet Premier, and not Mr. Khrushchev, who, in fact, signed the joint declaration on behalf of Russia. And the only references to ideological differences state explicitly that different forms of "Socialist development" are solely the concern of the individual countries, who may freely exchange their opinions. Thus Marshal Tito seems to have secured political independence of Soviet Russia without sacrificing economic links.

THE DECLARATION IS SIGNED: Marshal Bulganin and Marshal Tito at the ceremony in Belgrade. Sitting at the table, extreme right, is Mr. Kardelj, a Yugoslav vice-President, and immediately behind Marshal Tito stands Mr. Popovic, the Yugoslav Foreign Minister. The joint declaration pledged closer economic and cultural co-operation between Russia and Yugoslavia in the future.

EUROPEAN COAL AND STEEL COMMUNITY COUNTRIES MEET: The Council of Foreign Ministers of the six countries belonging to the European Coal and Steel Community at Messina, Sicily. From left are Mr. Beyen (Netherlands), Signor Martino (Italy), M. Bech (Luxembourg), M. Pinay (France), Herr Hallstein (Germany), and M. Spaak (Belgium).

A LUNCHEON INTERVAL IN TAORMINA: On a terrace overlooking the bay are the luncheon guests of the Italian Prime Minister, Signor Scelba. From left are Signor Martino, M. Bech, Signor Scelba, Herr Hallstein, M. Spaak, and Vicomte Du Parc, the French Ambassador to Italy. Signor Scelba happened to be in Sicily for the island's elections.

Under the chairmanship of M. Joseph Bech, the Prime Minister and Foreign Minister of Luxembourg, the Foreign Ministers of the six countries belonging to the European Coal and Steel Community met in Sicily last week. The representatives of Belgium, the Netherlands and Luxembourg asked those of France, Italy and Germany to consider proposals to extend the idea of a supra-national community for coal and steel to transport, electric power, atomic energy, and the marketing of goods. The chief opponent to these proposals, the French Government, made its attitude plain by nominating M. Rene Mayer, a former Prime Minister, to succeed M. Monnet as President of the High Authority. Last November M. Monnet offered his resignation from the post on the grounds that his views and those of the French Government were opposed on the question of extending the Coal and Steel Community. Shortly before the Sicilian conference was due to begin, M. Monnet announced that he had changed his mind, and that he was prepared to be re-elected. It is believed that all the other members of the Community except France would have liked to re-elect M. Monnet, but the French Government remained adamant, and M. Mayer was eventually nominated in Messina.

After that beginning the Benelux countries had little chance of their proposals receiving friendly consideration from the conference. Italy indeed expressed herself in favour of most of the Benelux proposals, and Germany agreed to a supra-national authority for atomic energy. But at the end of the three-day discussions, all that was decided was that more talks on the subject should be held at a later date, and that in the meantime a committee be set up to prepare the ground.

A TRAGEDY AT EASTBOURNE—THE R.A.F. SUNDERLAND AIRCRAFT WHICH CRASHED IN THE SEA OFF EASTBOURNE WITH THE LOSS OF FOUR LIVES : This picture, taken a short time after the crash, shows Naval frogmen, who had been flown from Gosport by helicopter, searching the partially submerged fuselage for four members of the crew who were at that time posted as missing. Later, the four bodies, which included that of the Captain, Flt. Lt. T. R. Gush, of Haslemere, Surrey, were recovered. The four-engined Sunderland of Coastal Command was stationed at Calshot, in Hampshire, and was visiting Eastbourne in connection with the opening of the jubilee conference of the R.A.F. Association there. For three-quarters of an hour the flying-boat circled the town watched by large crowds. Then, as planned, the Sunderland turned to the east and came in to land about half a mile from the pier. It touched down gracefully and skimmed the water for about 100 yards. Then spectators saw the tail come up and immediately the aircraft began to sink. R.A.F. launches and the pleasure boat *William Allchorn* went to the rescue at once and picked up ten of the fourteen people on board. Of these, two were seriously injured and eight slightly injured. The Duke of Edinburgh, who is President of the R.A.F. Association, arrived at Eastbourne shortly after the crash and saw rescue operations in progress. He later sent messages of sympathy to next of kin of those killed. When an attempt to tow the flying-boat inshore was made, the back broke.

A FLYING-BOAT CRASHES

The Tragedy at Eastbourne, where Four People Lost their Lives

On left—

THE WRECKED SUNDERLAND IS TOWED ASHORE : Firemen, local boatmen and Naval and Air Force officers watch as the flying-boat is towed up the beach after the crash. As the aircraft was nearing the beach, the fuselage snapped in two just aft of the wings.

BOURGUIBA RETURNS

The Great Leader of the Tunisian Independence Movement Receives a Tumultuous Welcome on His Return to Tunis After Three Years of Exile in France

HOME AFTER THREE YEARS OF EXILE: Two mounted men of the Zlass, in Southern Tunisia, wave a greeting to M. Habib Bourguiba, who is standing on the bridge of the *Ville d'Alger* in the Gulf of Tunis.

Within hours of the initialling in Paris last week of the Franco-Tunisian agreement granting internal autonomy to the North African State, a heavily-built, impressive figure left a Paris railway station for Marseilles, on the first stage of a memorable journey. It was Habib Bourguiba, leader of the Neo-Destour party, architect of the Tunisian independence movement, the "Supreme Combatant." Bourguiba is a scholarly man who received his education and upbringing in France, and who combines Tunisian nationalism with an intense admiration for the French heritage. Three years ago he was first imprisoned, and then exiled in France for his activities on behalf of Tunisian independence, a move which satisfied only the extreme settler elements in Tunisia. Indeed, for many months now Tunisian as well as French politicians have had access to the villa near Paris where he was being held. Now, after three years away from his homeland, Bourguiba has returned, and the welcome he received in Tunis shows that he will command a great following. His attitude to Tunisian independence is moderate, and before leaving France Bourguiba referred to eventual independence through inter-dependence. Addressing his supporters shortly after his arrival in Tunis, he expressed the hope that the Franco-Tunisian agreement is a step towards the creation, with French collaboration, of a modern State.

THOUSANDS GATHERED TO GREET THE DESTOUR LEADER: A small section of the immense crowd which collected on the harbour front in Tunis to welcome M. Bourguiba on his return to his native land after three years of imprisonment and exile in France. Tribesmen from afar had ridden for days to be in Tunis for the occasion.

RECEPTION BY THE BEY AND THE PEOPLE: M. Bourguiba (right) with the Bey of Tunis, who received him at the Palace of Carthage. *On right*—The "Supreme Combatant" is carried shoulder-high from the gangway of the ship by his Destour supporters.

FIRST PLATFORM IN TUNIS: Here M. Bourguiba addressed a crowd of Destour supporters and made his first speech on Tunisian soil since his return from exile. He expressed the wish to create a modern independent Tunisian State with French collaboration.

BOURGUIBA RETURNS TO HIS OWN: Mounted on a horse which he had borrowed from his escort of tribesmen after his car had broken down, M. Bourguiba proceeds from the Palace of Carthage amidst the enthusiastic cheers of his supporters.

IN THE TRACK OF THE TORNADO: A section of Blackwell, in Oklahoma, is seen from the air. The tornado had swept through the town, flattening many blocks of buildings. Seventeen people were reported killed and the injured numbered 500. Parts of Texas and Kansas, as well as Oklahoma, were devastated by a series of tornadoes. The total death roll was reported to be over 100.

TORNADO HAVOC

Many are Killed when Natural Disaster Devastates Three States of the U.S.A.

FLOODS ADD TO THE DAMAGE: As a result of the tornado, the River Chikaskia at Blackwell flooded the approaches to the city. In the foreground is a wrecked warehouse. The telegraph poles, knocked askew, mark the route of the road.

A series of tornadoes and thunderstorms raging through parts of Oklahoma, Kansas and Texas left behind them a heavy toll of death and destruction. According to one report, 115 were killed and the injured were as many as 700. In the little town of Udall (Kansas), over half the population of 500 were casualties, sixty losing their lives. A police official said the devastation was the worst he ever wanted to see.

The disaster was made worse by the fact that the tornado struck without warning at night, and in towns and communities most of the people were asleep. The telephone system was wiped out in many places and wireless amateurs broadcast appeals for help. Voluntary bodies such as the Salvation Army went into the stricken area with police, doctors, nurses and fire-fighters for rescue and relief work. It may be some time before the full extent of the damage to property is known. It is expected the total will almost certainly be in several millions of dollars.

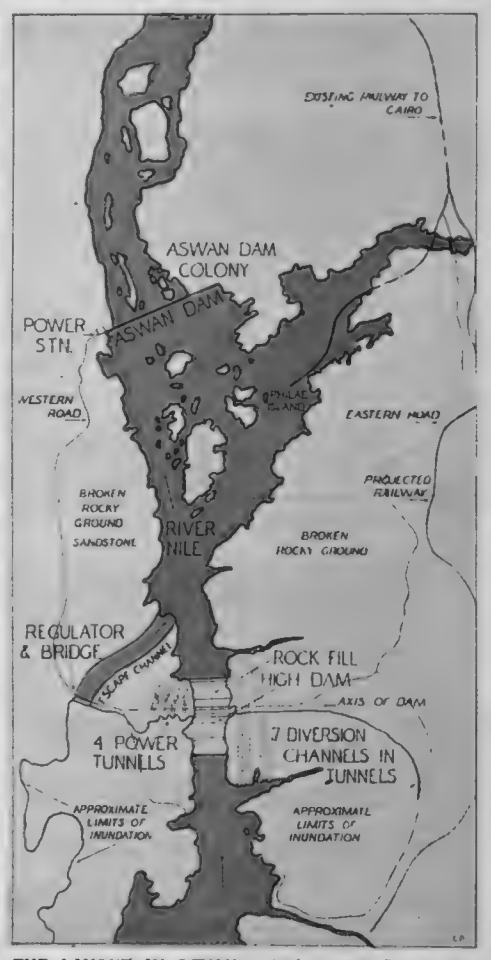
"A GRAVEYARD OF SPLINTERED HOMES": This was the description given by rescuers of the town of Blackwell. Here wrecked cars lie in the ruins of a garage.

RELIEF FOR THE VICTIMS: The Salvation Army was among the rescue and relief parties which went to Udall, in Kansas, which was one of the towns most heavily hit.

A TOWN ALMOST ENTIRELY WIPED OUT: In the little town of Udall (population 500), sixty people were killed and more than 200 injured. As can be seen here, the town itself was almost completely destroyed. The tornado struck without warning at night, when the great majority of the inhabitants were asleep.

HOW THE "HIGH DAM" OF EGYPT MAY LOOK: Beyond the road running along the crest of the Sadd el Aali, or High Dam, can be seen the surface of the great reservoir stretching 280 miles to the south. The new terminus of the railway from Cairo is on the left. In the centre beyond the road are the intakes to the four tunnels carrying water to the turbines. In the left foreground water is seen escaping from the seven diversion tunnels. The outlets are in the curved part of the structure in the foreground, and behind it are the entrances to the four underground power stations, with overhead lines to the switch station in the lattice work on right

THE LOCATION OF THE DAM: This aerial photograph shows the axis of the Sadd el Aali across the Nile at a point just south of the Aswan Dam, in Southern Egypt. The arrow points downstream.



THE LAYOUT IN DETAIL: This map shows the site of the proposed works in the First Cataract. The alignments given for the railway and the roads cannot be regarded as entirely accurate, as these cannot yet be fixed exactly owing to the broken nature of the ground and the fluctuation of levels in the reservoir. One of the greatest constructional problems which would face engineers in their task is the rockiness of the ground in this reach of the Nile.

A £200,000,000 DAM FOR THE NILE

The Proposal to Harness the Floodwaters of the Nile for Irrigation and Electricity at the Sadd el Aali, in Southern Egypt

By HENRY AYRES, C.B.E.

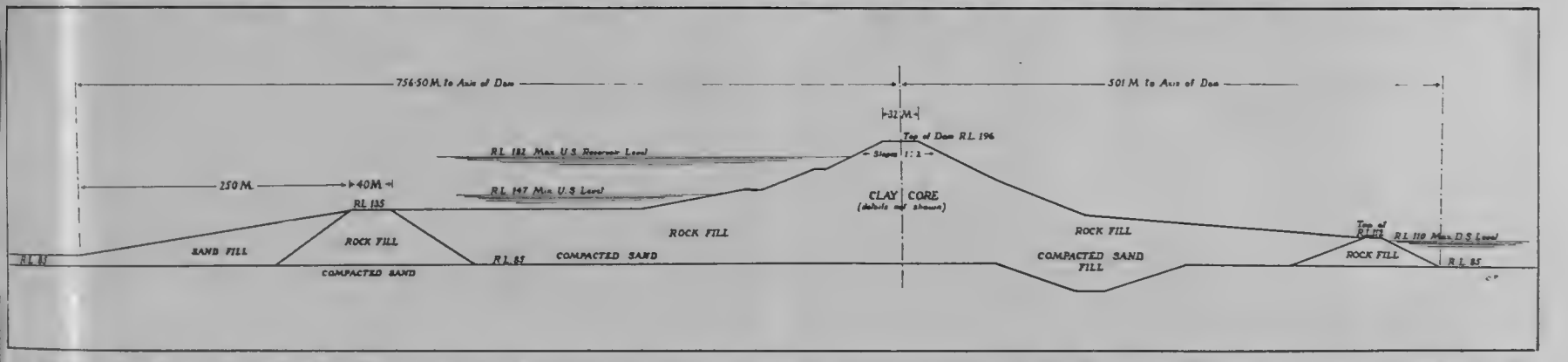
With Drawings by VICTOR COVERLEY-PRICE

WHATEVER may be the causes, Egypt can justly claim to be the home of many gigantic building projects from the earliest historical times. So it should not be altogether surprising that there is, at the present time, under study in that country, one of the most ambitious schemes ever devised. The cost of the whole project may be over £200,000,000, and the quantity of masonry required in the construction as much as sixteen times that in the Great Pyramid of Cheops, at Gizeh.

This project is known as the "High Dam," or the "Sadd el Aali" in Arabic. It is claimed that, if undertaken, this project will fulfil all Egypt's requirements for irrigation water, flood protection and power for industrial purposes for the full development of the country; moreover, that this will be achieved in the minimum possible time by works sited in Egyptian territory.

In order to understand the importance and full significance of the scheme it is necessary to give some account of the problems to be solved. Throughout her long history Egypt has been an agricultural country, dependent on the water of the River Nile for the irrigation of her cultivable land. There has sometimes been too little and sometimes too much, so that the problem has always been to devise schemes to provide enough and to give protection against too much.

In recent years, the rapid increase in the population has forced upon the Egyptian Government the necessity of developing the full resources of the country, and this has meant industrial development in addition to agriculture. In other words, power for industrial use has had to be added to the ages-old problem of water supply



THE GENERAL SHAPE OF THE DESIGN OF THE PROPOSED DAM: Some details in the design have had to be excluded in this simplified longitudinal section. Leakage through the rubble masonry is prevented by a clay core and suitable sealing devices. Allowance is made for passing such seepage water as there may be through permeable sands to the downstream side. Inspection chambers pass inside the main structure and a roadway crosses along the crest of the dam. All measurements are in metres.

and control. As is well known, many works have already been constructed on the Nile itself and a measure of guarantee achieved, but much remains to be done and all that can be foreseen is not only costly and complicated, but involves considerable political goodwill and co-operation with other countries, as well as many years for realisation.

By 1951 the following important suggestions had been studied in detail, in addition to and as improvements on a scheme for Nile control formulated as long ago as 1920.

1. *For guaranteeing water supplies to Egypt and the Sudan:*
   - (*a*) Proposals for "Century Storage" in the great lakes Albert and Victoria.
   - (*b*) Reduction of losses of water through the swamp region in the Sudan.
   - (*c*) Control of the waters of Lake Tsana, in Ethiopia.
2. *Flood Protection:*
   - (*a*) An escape channel into the Wady Ryan depression in Egypt.
   - (*b*) A barrage in the Fourth Cataract in the Sudan.

It should be noted that the projects listed under 1 involve Ethiopia, Uganda, Tanganyika and, perhaps, the Belgian Congo, as well as Egypt and the Sudan. Furthermore, no single project covers the two requirements of water supply and flood protection.

As has been stated, it is claimed that the High Dam will, in itself, guarantee Egypt's water and power requirements and give protection against high floods in a minimum time, so it can be readily appreciated that the progress of the inquiries into the feasibility of this project is being eagerly watched by Egyptians of all classes. The one political issue involved is whether the Sudanese will agree to the inundation of some 90 miles of their territory and the destruction of the town of Wady Halfa in return for monetary compensation.

The site chosen for the High Dam is in the channel of the Nile, about four miles upstream of the present Aswan Dam, where the river flows in a straight reach of granite formation similar to that which has proved so suitable for foundations and building at Aswan.

The dam would be of granite boulders with an impervious clay core (see longitudinal section), and would be the largest of its type in the world. The width of the river at the site is about 700 yards, but the length of the crest of the dam would be over three miles, while its height above the level of the river bed would be about 370 ft.

The present maximum level held above Aswan Dam is about 122 metres above mean sea-level at Alexandria, while that expected to be held at the High Dam would be 180 metres, i.e., 58 metres (190 ft.) higher than at Aswan, only four miles downstream.

The capacity of the reservoir created by the High Dam is over 120,000,000,000 cub. metres. This water will guarantee the irrigation of 7,500,000 acres in Egypt and allow for the cultivation of 700,000 acres of rice each year. The rice area in Egypt has, in the past, always been limited to the amount of water available and not the area of land.

Apart from the water stored for irrigation and power, there is to be a reserve capacity in the reservoir for impounding any excess flood-water should the Nile flood reach the danger point for Egypt.

Water will be passed from the reservoir to the north through seven unlined tunnels, each 55 ft. in diameter and just over a mile long, cut through the solid rock (see panorama and map).

There will be four underground power stations, each having four sets of Francis turbines of a capacity of 120,000 h.p. The water for the operation of these will be passed through four tunnels cut in the rock on the west side. This proposed new power station will eventually operate in conjunction with that at present under construction at Aswan. A transmission line will carry the current to Cairo, and it is expected that the cost will work out at about a farthing a unit at Aswan and not much over a halfpenny at Cairo. The full capacity of the two stations together is stated to be some 6,000,000,000 kilowatt hours annually.

Estimates for the whole project range from £180,000,000 to £240,000,000, which is a wide divergence, due to a difference of opinion as to what is considered to be fairly chargeable to the scheme.

The financing of this great project is beyond the power of the Egyptians themselves, but application has been made to the International Bank for Reconstruction for assistance, and it is thought that if foreign aid can be obtained for about half the amount involved, the other half can be found from internal resources.

The construction of the dam is expected to take nine to ten years from the date of the order to begin work, and it is claimed that from the sixth year it should begin to yield a substantial revenue.

There is no space here to discuss the pros and cons or ways and means of this truly grandiose conception, but we may express the hope that, if it is ever executed, our British civil and electrical engineering interests will play an important part, as they have already done in so many great works in Egypt.

WORLD REVIEW

A PICTORIAL ACCOUNT OF RECENT NEWS EVENTS IN FOUR CONTINENTS

A NEW ANGLE ON THE ST. LAWRENCE SEAWAY—THE ROAD BENEATH THE CANAL : A boat passing through the Cornwall Canal, in Ontario, seems to float over a newly-built road dense with heavy vehicles. This is an unexpected result of the present construction programmes which are being undertaken in Canada in connection with the St. Lawrence Seaway Project. In order to connect the Canadian mainland with Barnhart Island, where a large power-station is being built, it was necessary to pass this stretch of the existing canal. So as not to interfere with the shipping, it was decided to build a tunnel underneath the waterway, rather than construct a bridge. Now tons of rubble are being transported along the new road to the site where the St. Lawrence River is being dammed and drained for the power project. The Barnhart Island scheme will be the costliest of all the St. Lawrence power projects and will produce 2,200,000 h.p.

A DAY IN THE COUNTRY: Picnic-time for President Tito, extreme left, **and his Soviet guests, Marshal Bulganin, the Premier,** and Mr. **Khrushchev, right, the Russian Communist Party Secretary,** who **was leading the Soviet delegation to Yugoslavia. The talks between Russian and Yugoslav leaders took place in the country,** and on the **island of Brioni, as well as in Belgrade, and the visitors were taken on sightseeing trips. Later they returned to Belgrade,** where Marshals **Tito and Bulganin signed a joint declaration concerning** their talks.

COMMUNIST CHINA RELEASES FIVE WESTERN CAPTIVES : *On left*—THE BRITISH RADIO OFFICER. Mr. Robert W. Ford is seen in Hong Kong after his release from a Chinese prison. Mr. Ford was captured by the Communists five years ago when they invaded Tibet, where he was radio officer to the Government. He told how he was constantly interrogated and pressed to "confess" (which he eventually did) to various charges, including spying. He had to undergo a number of lengthy periods of solitary confinement. ***On right*—THE FOUR AMERICAN AIRMEN :** Wearing their prison uniforms, the four United States Air Force officers are seen at the railway terminal in Hong Kong, where they were greeted by British and American officers. The four airmen had earlier been "sentenced to be deported" from Communist China by a People's tribunal in Peking. They were not among the eleven American airmen sentenced last November to varying terms of imprisonment, though it was known that the four were in China.

COMMUNIST RIOTS IN WEST BERLIN : German policemen come to the aid of women knocked down by Communists. The policeman at left holds a broken baton, while the trousers of the policeman in the centre are spattered with blood. About 4,000 Communists, most of them from the Russian Sector of Berlin, tried to break up a meeting of former members of the 3rd German Armoured Division. By the time the West German Police had arrived on the scene, the Communists were barricaded behind ruined buildings, from which they hurled stones. In the end the 300 police prevailed with the aid of two powerful water cannons, but not before thirty-five policemen and ten civilians had been injured. Fifty-five people were arrested.

DOLLARS FOR ITALY : The Italian Prime Minister, Signor Mario Scelba, and the United States Ambassador, Mrs. Clare Boothe Luce, signing the Agreement in Rome, whereby Italy received a loan of 50,000,000 dollars from America. It will be used by the Italian Government to finance purchases of surplus cotton, wheat and tobacco from the United States, as well as helping the development of the impoverished South of Italy. Within ten days Italy received another loan, this time for 70,000,000 dollars, from the World Bank. This is the biggest development loan the Bank has ever made in Europe, and it, too, will be devoted to projects which will ease the depression in the south of Italy. Part of this sum will be spent on an irrigation project in Sicily, and the rest on mainland industrial schemes.

SOUTH AFRICANS PROTEST AGAINST THE SENATE BILL: Mrs. Catherine Lance Taylor, a prominent United Party leader, addressing a large crowd in the City Hall at Cape Town. She called on her audience to protest against the Senate Bill, later passed by the South African House of Assembly, which is designed to enlarge the Senate from 48 to 89 seats. This should enable the Nationalist Party, led by Mr. Strijdom, the Prime Minister, to obtain the two-thirds majority needed to remove all coloured voters, those of mixed African and European blood, from the common electoral roll.

VIET NAM'S PREMIER TOURS THE FORWARD AREAS: Mr. Ngo Dinh Diem waves happily in reply to the cheers which greeted him on his arrival at Qui Nhon. This is a town which changed hands several times during the war against the Viet-Minh, and which has only recently been reoccupied by Viet Nam forces. After quelling opposition in his own capital of Saigon, Mr. Ngo Dinh Diem resumed his tour of the country in order to rally support for himself at the elections, which should be held within the next year. At the same time, he inspected the state of the defences against possible invasion.

HOME RULE FOR TUNISIA: M. Edgar Faure, the French Prime Minister, initialling the Franco-Tunisian Agreement granting internal autonomy to Tunisia. At left is M. Pierre July, the Minister for Tunisian and Moroccan Affairs, and at right, General Pierre Boyer de Latour, the French Resident-General in Tunisia. The initialling, which was also performed by the Tunisian Premier, took place at the Premier's official Paris residence, the Palais Matignon, at 3 a.m., after final talks lasting five hours.

THE POPE RECEIVES THE PREMIER OF A BUDDHIST COUNTRY: His Holiness poses in his private studio at the Apostolic Palace in the Vatican between Field-Marshal Pibulsonggram and his wife. With the Siamese Prime Minister at the audience were members of his personal staff and their ladies, who were accompanying him on his world tour. Gifts were exchanged between the Field-Marshal and the Pope, who praised the religious freedom granted by the Siamese constitution.

THE BURMESE PREMIER IN ISRAEL: U Nu inspects women members of the Israeli Army who formed part of the guard of honour which greeted him on his arrival at Lydda Airport. With the Burmese Prime Minister are, left, Mr. Moshe Sharett, Israel's Prime Minister, and General Moshe Dayan, the Israeli Chief of Staff. U Nu, who was accompanied by his wife, was due to spend a week in Israel. Later he was scheduled to visit Egypt, and then Britain and the United States.

KING BAUDOUIN WITH THE WOMEN OF THE CONGO: Dressed in their best clothes and bringing all their children to make sure that none miss the honour, these native women were received by the King of the Belgians, extreme left, when he visited the Belgian military base at Kamina. The local women were received in the social centre, reserved for them at the base. King Baudouin, continuing his tour of the Belgian Congo, received a message from the Queen in Elisabethville.

DACHSHUND VILLAGE

Gergweis, in Bavaria, has been Breeding these Dogs for Thirty Years and now has an International Reputation

"WELCOME TO DACHSHUND VILLAGE": One of the dogs for which Gergweis, in Bavaria, is noted paws the base of the welcome sign at the entrance to this small village. About 4,000 dachshunds are sold every year to all parts of the world from Gergweis.

Dachshunds, the sharp-nosed sausage-like dogs, are a popular breed in numerous countries. One of the centres of breeding in their native Germany is the village of Gergweis, in Bavaria. It is said that there is nowhere else in the world where so many dachshunds can be found in so small a space. The Gergweis dogs have relatives all over the globe.

It was thirty years ago that Herr Dorfmeister brought to his home a dachshund dog and bitch and announced his intention of breeding a pack of the dogs to help him in his job as a *jäger* (gamekeeper). Much of the work of looking after the dogs and their puppies devolved on Frau Dorfmeister. The canine family rapidly increased in numbers, and soon the Dorfmeisters had more than they could comfortably care for. So they began selling the dogs to their neighbours in the village. This is how Dachshund village began. In a short time many of the inhabitants were breeding the dogs and selling them outside the village, and in a few years Gergweis had become the centre of a world-wide commerce in dachshunds.

THE OFFSPRING OF A CHAMPION: The sire of these long-haired dachshund pups is Alex of Gergweis. He won many prizes at shows in 1952 and 1953.

At present Gergweis has a dog population of some 1,000, or ten for each of the hundred registered breeders. This means that about one family in two of the village's 1,200 inhabitants is a breeder. But the people do not only breed for business. They are genuinely fond of their animals and every family keeps two or three of the dogs as pets. At meal times the dachshunds often sit up on chairs and eat with the humans off the tables and—being good Bavarians—they enjoy, as much as their masters, a visit to a beer garden and a stein of beer.

In 1936 the breeders suffered a serious setback when the dogs were attacked by an epidemic of cerebral distemper. It was before the discovery of a serum against this disease and almost the entire dog population perished. From the few survivors breeding started again, the litters being shared among the villagers. This year there has been another epidemic of cerebral distemper in the district. In villages other than Gergweis many dogs have died. But this time in Gergweis itself losses have been greatly reduced by serum injections and only a few puppies, too young to be immunised, have succumbed.

A TRUE BAVARIAN: Like their Bavarian masters, the dachshunds enjoy a stein of beer. Most families in Gergweis keep two or three of the dogs as pets.

THE SENIOR BREEDER AND HER CHARGES: Frau Kathi Dorfmeister, seen here, and her husband started breeding dachshunds in Gergweis thirty years ago. Soon they had more dogs than they could care for and sold puppies to their neighbours. From this grew the village's flourishing international trade in dachshunds. Now there are 100 registered breeders and the dog population is 1,000—almost as many as the human inhabitants, who total 1,200.

On left—

PUPPIES WHICH MAY FIND HOMES IN MANY PARTS OF THE WORLD: Buyers come from many countries for the dachshunds of Gergweis. A puppy costs between £6 10s. and £9 and a one-year-old dog from £20 to £34. The village earns over £40,000 a year from the sale of these dogs.

According to Frau Dorfmeister, the senior breeder, some 4,000 dogs are sold each year. The price of a puppy ranges from DM. 80 to 110 (£6 10s. to £9) and a one-year-old dog costs between DM. 250 and 400 (£20 and £33 10s.). Total annual earnings of the village from this source are around 500,000 marks (£41,600). Buyers come from all over the world.

Britain sees little of this particular breed of dachshunds because the import regulations require a six-months quarantine period. And, it should be pointed out, there are several dachshund breeders in the British Isles whose reputation is as well-known internationally as any German breeder. After Germany, it was in the United Kingdom that dachshunds established their popularity. They appeared in the country well over a hundred years ago, reputedly introduced by Prince Albert after his marriage to Queen Victoria.

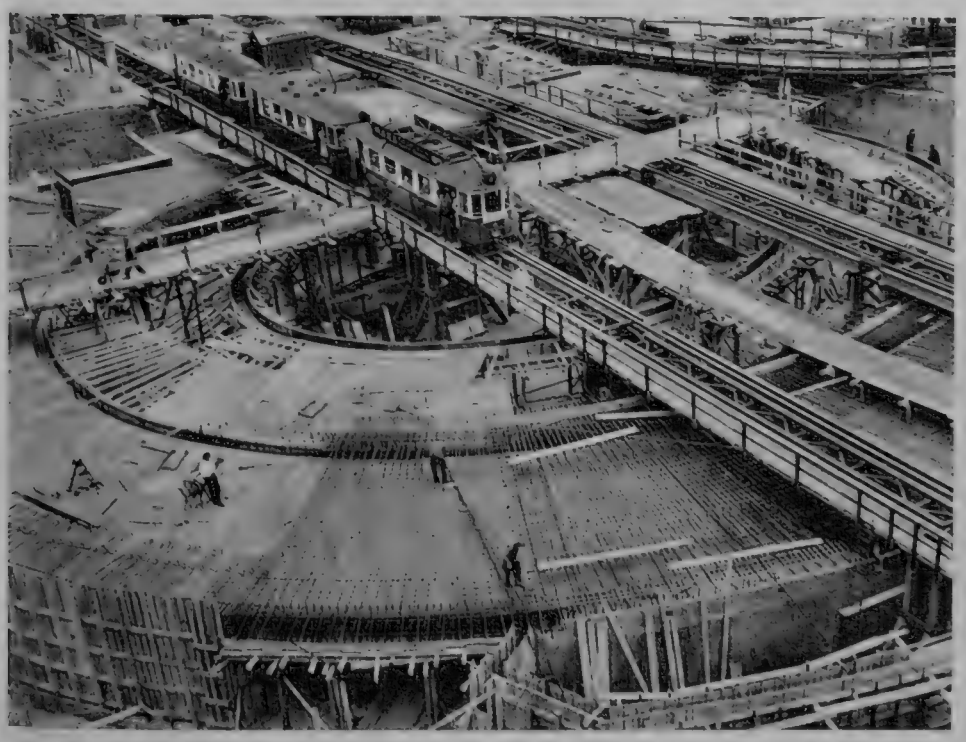
Dachshunds are divided into three types—smooth, long-haired and wire-haired. All three are bred at Gergweis. There are also miniature breeds. The name of the dog means literally "badger hound." They are among the most intelligent of canines. Every dachshund is an individual, with marked characteristics of personality.

HYDRO-ELECTRIC POWER ON THE COLLECTIVE FARM : The newly-built power station at the Lenin collective farm, in the Chemerovtsy district in the Ukraine. This station typifies the current efforts of the Soviet Government to produce more power for heavy industry, while at the same time not neglecting agriculture. The same waters which are helping to irrigate the large collective farms in the area are harnessed to produce electric power for the industrial centres of the Ukraine, some of them as much as 100 miles from the power station. Last month a delegation of members of the British Constructional Engineering Workers' Union, which was visiting the Soviet Union, was taken to see hydro-electric stations on the River Dneiper.

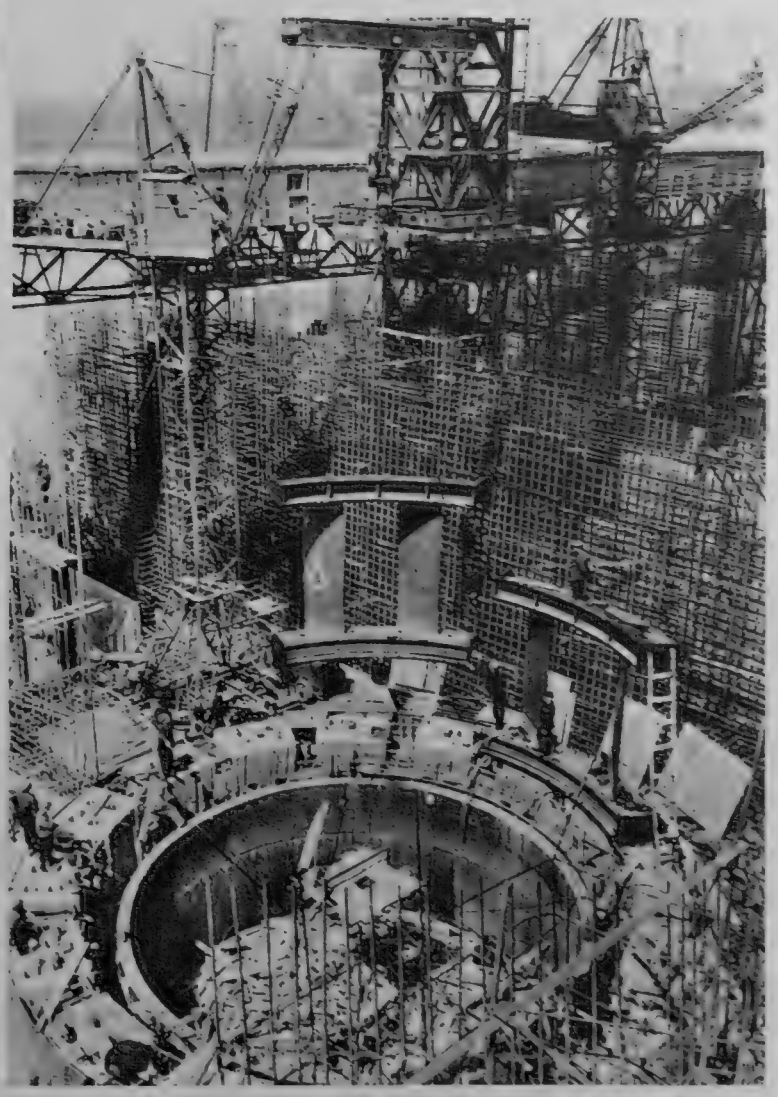
BUILDING FEVER

New Constructional Achievements, Large and Small, in the Soviet Union, Scotland and Austria

AFTER THE WINTER'S GALES, RETRENCHMENT IN THE SUMMER : The new sea wall which is being built along the Banffshire coast, at Macduff, is seen as it rapidly takes shape. This section of the wall is close to the road between Banff and Macduff at Palmers Cove. Like many towns along the Scottish coast, Macduff took its full share of the buffetings of sea and tempest during the winter and spring gales. The new foreshore protection, which will take the place of that heavily damaged by the gales of January 1953, is expected to cost £13,049.



VIENNA'S FIRST SUBWAY CROSSING : Work proceeds on the underground crossing at the corner of the Kärntnerstrasse and the Opernring. It will be completed within a few weeks. Circular in form, with shops and booths below ground, it will be not unlike the subway in Piccadilly Circus, in London. The Opernring street junction has for many years been Vienna's most dangerous crossing. In the extreme right background of the picture the tram is coming from the Kärntnerstrasse past the scaffolding round the Vienna Opera House, which is being rebuilt. The famous old Opera House was heavily damaged in an air raid in March 1945.

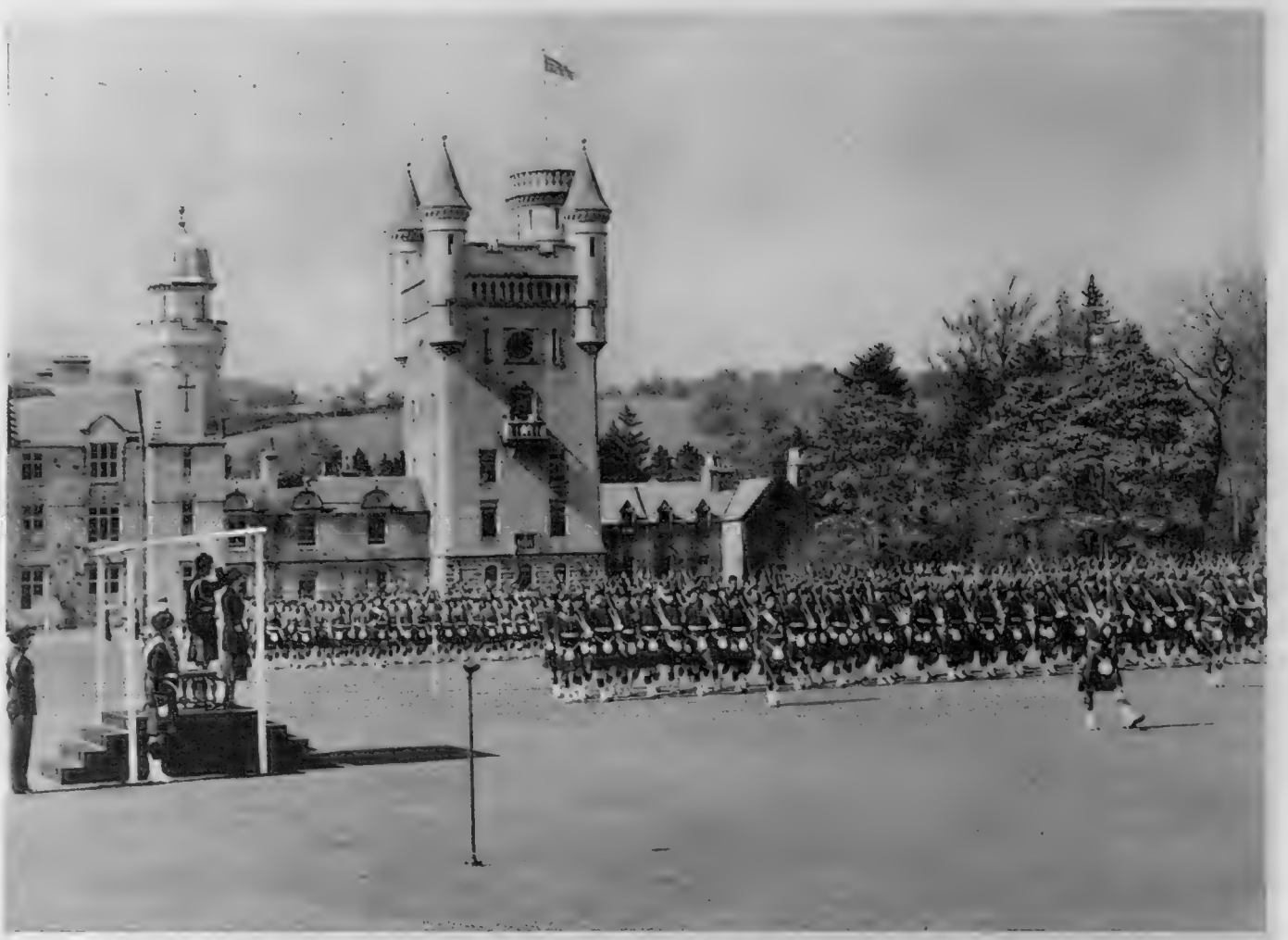


RUSSIA'S GREAT VOLGA PROJECT GETS BEHINDHAND : This picture from the Kuybyshev hydro-electric plant shows the second stator, the casing which encloses the turbine wheels, being mounted. This great hydro-electric project on the River Volga, more than 500 miles to the west of Moscow, was to have been completed this year, with a barrage built across the river after the spring floods. It has now been learned that the completion of the project has been delayed by a year. Thousands of schoolboys and students have been called on as summer "volunteers" to give assistance in the construction of the great plant. The Russians claim that, when completed, the Kuybyshev project will be the biggest of its kind in the world. Work first began on it five years ago.

CEREMONY AT BALMORAL

NEW COLOURS FOR THE QUEEN'S OWN CAMERON HIGHLANDERS

The link between the Queen's Own Cameron Highlanders and the Royal Family was first established in Queen Victoria's reign, and in 1898 the Queen presented new colours to the 2nd Battalion at Balmoral. Last week's ceremony took place in a setting lit by brilliant sunshine. The Royal Salute was fired as the Queen, accompanied by the Duke of Edinburgh and Major-General Wimberley, walked from the Castle to the saluting-dais. Before the new colours were dedicated and blessed, the old colours were trooped for the last time and marched off. The Queen, who was wearing a royal blue silk dress and matching hat, then went forward to present the new colours, after which she addressed the Regiment. As the Battalion marched off parade, Prince Charles, who had watched the ceremony from a Castle window, gave a very precise salute. The 1st Battalion are to leave for service in Korea later this month.



THE QUEEN PRESENTS NEW COLOURS TO THE QUEEN'S OWN CAMERON HIGHLANDERS AT BALMORAL: The march-past after the ceremony. The Queen, and the Duke of Edinburgh, who is Colonel-in-Chief of the Regiment, can be seen on the dais taking the salute. Over 400 Camerons were on parade and the ceremony was watched by relatives.

On left—
AFTER THE INSPECTION: The Queen and Duke of Edinburgh go to the dais to take the salute. With them is Major-General D. Wimberley, Colonel of the Cameron Highlanders.

On right—
MEETING THE LADIES: The Queen, accompanied by Major-General Wimberley, shakes hands with lady members of the Regimental Association at Balmoral.

THE NEW COLOURS ARE BORNE PROUDLY AT THE HEAD OF THE COLUMN: Carrying the colours are 2nd Lieutenant T. Russel, on left, and Lieutenant J. Barber, the son of General Sir Colin Barber.

THE QUEEN INSPECTS MEN OF THE 1ST BATTALION THE CAMERON HIGHLANDERS: The ceremony was held in brilliant sunlight on the lawns of Balmoral Castle, where the Queen was staying. The last colours were presented to the Battalion in 1923 at Calcutta by Sir Havelock Hudson.

SHOOTING FOR THE MUSSELBURGH SILVER ARROW—AN ANCIENT CONTEST BY THE QUEEN'S BODY GUARD IN SCOTLAND : Colonel G. M. Warwick, of the Royal Company of Archers, shoots off.

THE CEREMONIAL START TO THE CONTEST FOR THE MUSSELBURGH ARROW : Members of the Royal Company of Archers march to the links at Musselburgh accompanied by members of the Musselburgh Town Council. This prize has been shot for by the Royal Company since the seventeenth century.

)RAWING FOR ORDER OF SHOOTING : An arrow from each competitor is held behind a member of the Company's back while another member draws out one arrow at a time. The archers then shoot in the order drawn.

ONE OF THE BEST SHOTS IN THIS YEAR'S CONTEST : Archer Lindsay Jamieson draws his arrow from the target after scoring a bull's-eye.

THE ARCHERS NOTE THE POSITION IN WHICH THEY ARE TO SHOOT : After the arrows have been drawn in the order of shooting, they are placed in the ground, and the archers then retrieve their arrows, which can be identified by a special marking on the shaft. The Royal Company of Archers was formed in 1676, but existed in other forms well before that date.

THE MUSSELBURGH ARROW

AN ANCIENT ARCHERY CONTEST BY THE ROYAL COMPANY OF ARCHERS IN SCOTLAND

IT is asserted, upon somewhat doubtful authority, that the Royal Company of Archers owed its institution to the commissioners appointed during the reign of James I of Scotland for enforcing the exercise of archery in the various counties. Some of the most expert of these commissioners were formed into a Company and on perilous journeys attended the King as his personal bodyguard. On several occasions they distinguished themselves as men of great courage and skill in archery. The records of this body, the forerunner of the Company as it is now known, are said to have been destroyed in a fire on some unknown date.

There is, however, a definite record of the Company in its present form. The first meeting was held in 1676 and the Company was formally organised in that year, but not until the following spring were the archers recognised by the Privy Council. There are reports showing that the Company approved the handsome prizes which were to be granted as encouragement to the society. But until the year 1822 the Royal Company of Archers was little known outside Scotland. In that year, however, King George IV visited Scotland and the Company rendered services which earned the archers the suffix "Bodyguard for Scotland" to their title.

The Musselburgh Arrow is a contest which is older than the definitely known history of the Royal Company itself. It is known to have been shot for as far back as 1603, although it seems then that the prize was open to all-comers and not confined to the Royal Company or to any of the earlier societies from which it sprung. The competition is older by far than the records of Musselburgh itself, which go no further back than 1635. From 1676 the arrow was shot for exclusively by members of the Company. The Musselburgh Arrow is, in fact, two arrows, one large and one small, and on these are attached almost 200 medals, indicating the number of contests which have been held.

STAPLE INN RESTORED

Last Week Sir Hartley Shawcross Reopened this Old Inn in Holborn, London, whose Chief Buildings were Badly Damaged During the War

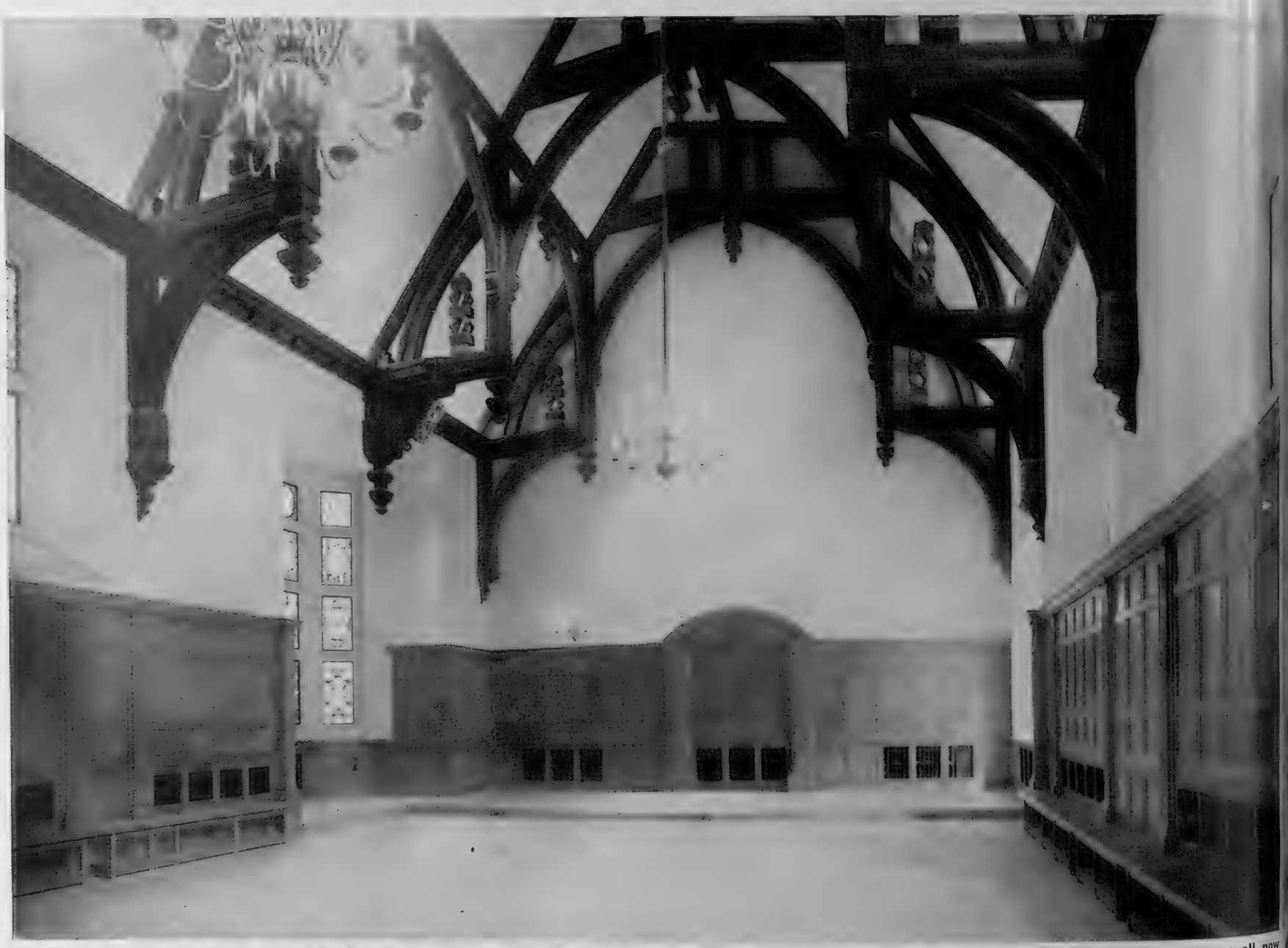
THE SOUTH DOORWAY OF THE RESTORED HALL: The doorways in Staple Inn have been restored, with the original initials of a Principal of the Inn.

"There was not a quieter spot in England than this. In all the hundreds of years since London was built it has not been able to sweep its roaring tide over that little island of quiet." So wrote the American novelist Nathaniel Hawthorne of Staple Inn about 100 years ago. To-day, the visitor to this refuge a few yards from the bustle of Holborn would find the description equally apt. But there have been some changes.

Just when it was looking as if this ancient Inn of Chancery would survive the last war with greater fortune than many of its contemporaries and colleagues in the City of London and its precincts, a flying bomb landed on Staple Inn and badly damaged its historic sixteenth-century Hall. That was on August 29, 1944. Last week Sir Hartley Shawcross, Treasurer of Gray's Inn, reopened Staple Inn and unveiled to the public the excellent work of restoration which had been carried out. The Hall especially proved to follow faithfully the old building. The restoration was the work of Sir Robert McAlpine and Sons, who followed the design of the architectural section of the estate department of the Prudential Assurance Company.

It is recorded that in 1319 the wool merchants of the Staple moved to Staple Inn, but not long afterwards, in the reign of Edward I, law students were ordered to reside in the Inn, and by 1415 it had become an Inn of Chancery. In 1529 Staple Inn was purchased by the Benchers of Gray's Inn, and the association between the two over nearly 300 years made them the largest of the Inns of Chancery. But the Inn fell into disuse as a school for law students, and by 1761 "attorneys, solicitors and clerks" had taken up residence in the chambers there. In 1811 Staple Inn regained its independence from Gray's Inn, and a hundred years ago it was found that there was no longer a liability to spend money on the advancement of the legal profession. In 1884 the Inn was sold by the "Honourable Society of Staple Inn" to a firm of auctioneers. The Government bought the southern part for an extension of the Patent Office, and the Prudential Assurance Company the northern part.

The Prudential restored many parts of the Inn, taking special care to preserve the Hall, which is let to the Institute of Actuaries. Among the many historical and literary connections with Staple Inn are Dr. Johnson, who wrote *Rasselas* while he lived there in 1759. There is also Dickens, for Mr. Grewgious, from his last and incomplete novel, *Edwin Drood*, lived there, and puzzled over the mystery of the letters P.J.T. above the entrance to No. 10. Like most of the initials in the Inn, they turned out to be those of a former Principal.



THE PROUDEST FEATURE OF THE INN HAS BEEN RESTORED: A view of the interior of the Hall, showing its magnificent open hammer-beam roof. The roof trusses are all now hung from a concealed steel frame carrying the roof and lantern. Central heating and sound amplification have been incorporated in the restored Hall, and concealed lighting in the cornice illuminates the roof. The building is let to the Institute of Actuaries, for which a new Council Chamber has been built to the west of the Hall.

THE NEW LOOK OF ONE OF THE REMAINING LINKS WITH OLD LONDON: The Hall and adjoining buildings of Staple Inn, as seen during the last stages of its reconstruction. The old Hall, which had stood in this Holborn Inn of Chancery since 1581, was badly damaged during the war. It has now been reconstructed to the plans of the architectural section of the estate office of the Prudential Assurance Company, retaining many of the features of the original building, and was reopened last week.

THE STAINED GLASS AND PENDANTS WHICH COME FROM THE OLD HALL: This view of Staple Inn Hall shows some of the striking features of the interior which have been incorporated in the restored Hall. The carved pendants are almost entirely from the original Hall, and the truss above the gallery is also from the earlier roof. On the decorated corbel over the oriel window bearing the arms of Richard Champion may be seen inscribed the date 1581, a reference to the building of the Hall.

A PARTIAL ECLIPSE OF THE FAIR

The Outlook for the Fairs, which have been a Part of British Life for a Thousand Years, is not Bright; if they were Forced Out of Business, their Disappearance Would be a Tragedy

By BRIAN VESEY-FITZGERALD

THE fair was drawn up on a piece of waste ground by the main road. Ever since early childhood fairs have attracted me as surely as a magnet attracts a pin, and I have had a long, and at times intimate, acquaintance with them. So, naturally, I stopped and went over.

There was the usual collection of brightly-painted wagons and swings and roundabouts, the usual collection of tough-looking men and brown and muscular women, and the usual rather hostile greeting, which gives place to the warmest hospitality as soon as it is realised that the visitor is fair-minded and not merely "nosey." This was a small fair, almost a family concern, and it had drawn in for a meal and not for business. The gear was stored, and the women were busy about their pots and pans, while the men lounged and smoked. They played, I learnt, the villages only, avoiding even the small towns, and specialising in fetes. That, it might seem, would entail a hard life with small financial rewards. But they made no bones about it: they had, so far, had a "burster." And that, being translated, means that they had had, so far, a very successful season.

The small travelling fair—strictly speaking, of course, the word "fair" should not be applied to such a concern as this—is a comparatively new feature in English rural life, but it is symptomatic. I do not know how many of these small, more or less family, concerns there are travelling the country to-day, playing the villages and small towns, and being employed on a percentage basis by the organisers of fetes here and there, but I suspect that there may be a good many. The number of fairs proper increased considerably after the war, and big fairs (as with life generally) produce little ones in course of time.

To take my own county of Hampshire. There are now fifty fairs—and I am now referring only to Charter or Statute Fairs, and am not including anything that should more properly be described as a fete—held annually within its boundaries. Fifty may not seem to be a very large number. But it should be remembered that in 1912, in the golden era of prosperity, only thirty such fairs were held in the county, and that by 1929 the number had shrunk to twenty-six. The increase is, therefore, really rather remarkable.

All the proper fairs—this does not apply to the small, nomadic concerns playing at fetes and taking pot-luck in villages, though, of course, most of these small businesses do from time to time hire a pitch on a fairground, and so form part of a big fair—are held under some sort of authority vested in some public body. Charter Fairs, which are sometimes known as Franchise Fairs, are held under charters or letters patent from the Crown or by prescription. The Crown, in fact, still has the prerogative of authorising the establishment of fairs, but it is a prerogative which is now seldom exercised. In olden times, of course, the Crown exercised the prerogative freely and, by letters patent, granted to an individual and his heirs or to a body corporate and its successors (usually the corporation of a city or borough) the privilege of holding a fair. A fair can also be held under local Acts of Parliament. The validity of franchise which the Crown has purported to confer can, I am given to understand, be disputed, but the validity of statutory rights granted by Parliament cannot.

According to law, a fair confers a right to hold a concourse of buyers and sellers. But it has been laid down that every market is not a fair. Every fair, however, is, *ipso facto*, a market. So a fair may be defined as a particular sort of market, a great market, which is usually held once or twice (and never more than four times) in the year.

Statute Fairs are the old Hiring Fairs. They are survivals of the Statute Sessions which were formerly held in connection with proclamations of rates of wages as they were fixed under the Statute of Labourers before the Trade Unions and the Joint Industrial Councils took over all such matters. At these fairs labour was actually on view to be hired. The farm labourers, the domestic servants, and so forth, went to the fair and stood in groups in certain places—the carters with their whips in one place, the shepherds with their crooks in another, the domestic servants with their mops (hence Mop Fairs) in a third, and so on—waiting to be hired. In Scotland it was the custom of those who wished to be hired to wear a sprig of green in their hats. At Alton Fair, in Hampshire, it was the custom for those seeking new masters to wear a spray of straw.

Fairs are of very ancient origin. It seems to be generally accepted that Sturbridge Fair, which was one of the greatest of all English fairs and was the prototype of Bunyan's "Vanity Fair," is the oldest. Mr. William Addison suggests that it is possible that there was a Cambridge Fair, held either at Barnwell or Sturbridge, for a thousand years before King John granted the charter to the Hospital of St. Mary Magdalene in 1211. The fair formerly held at Titchfield, in Hampshire, may well be as old or older in origin, but, by 1086, this had already become a market only, in face of very severe competition.

This was, of course, the fate of many an ancient fair. The holding of a fair was a very profitable business for those in authority, and it did not take the Church long to realise this and to obtain the necessary charters from the reigning monarch. Most of the great fairs soon became connected with some Saint's day—St. Giles' Fair, St. Bartholomew's Fair, and so on: Sturbridge Fair was held on the vigil, feast and morrow of the Holy Cross—and the simple lay fair was rarely able to compete with the power of the Church.

A study of the ancient fairs, whether ecclesiastical or lay in ownership, is most interesting, and gives one a surprising picture of the population-spread of the time. It may, I think, be taken for granted that no fair would have been held under charter in an isolated or very thinly-populated place. It simply would not have been worth while, for it was the market, and not the entertainment, that was important. A study of the ancient fairs shows that some places were once much more important than they are to-day. To take Hampshire again: it is surely astonishing to find that East Wellow, where Florence Nightingale lies buried, once had a two-day Charter Fair. To-day, you need a large-scale map to find the place. Even more astonishing is the fact that Broughton once had a four-day fair granted under charter in 1136. A four-day fair was a big event at any time, even in the heyday of the fairs, and Broughton must have been an important place and a busy one to have been granted such a charter. To-day, it is a village.

THE ONE-DAY FAIR IN THE HIGH STREET AT PINNER, MIDDLESEX: This is a post-war scene in the town, showing the covered stalls with the parish church in the background. The fair was established in 1336.

The four great fairs of England were St. Giles' Fair at Winchester, St. Ives Fair, Sturbridge Fair, and St. Bartholomew's Fair in London. St. Giles' Fair was the first of these to be granted a charter. Almost equally important in medieval times, at least from the point of view of size, were the fairs at Northampton and at Boston in Lincolnshire. But these were primarily English fairs, whereas the great four were really important international markets, as well as opportunities for gaiety. St. Giles' Fair lasted for sixteen days (and this period, apparently during trade booms, was occasionally extended to twenty days and twice even to twenty-four by special charter), and throughout the Plantagenet period was at least the equal of the great fair at Amsterdam and probably not inferior to anything in France. It was, of course, a Church fair: more specifically, it was the Bishop's fair. And the Bishop took good care to cash in.

If it can be said, with truth, that it was the Church that made the fairs, it is no less true that it was the Bishops who killed them. The restrictions imposed by the Bishops to ensure that all trade during the period allowed by the charter came to the fairground (everything paid a levy to the Church) became much too stringent. For example, during the sixteen days of St. Giles' Fair, all the business of the city, and for *seven leagues* around it, fell into the Bishop's hands. Not surprisingly, the citizens began to grumble, and by the middle of the fifteenth century passive resistance was having a considerable effect, and the great fairs were losing much of their importance. Henry VIII's attack on the Church, which was political and financial rather than religious in its inspiration, completed the degradation of the great fairs.

They continued, of course; but their importance became national rather than international, and soon local rather than national. In this way, though in steadily diminishing numbers, they continued up to the First World War. Until then they were fairs in the old tradition, markets and pleasure grounds. And, until then and perhaps until the middle '20's, they seem to have been welcomed by the councils of the towns and cities in which they were held, which is not always the case to-day.

The second great change came with the end of the Second World War. This was the period of austerity and universal drabness, and it brought with it a great and astonishing increase in the popularity of fairs, and a corresponding increase in their numbers. From the end of the war, at least until the end of the 1953 season, fairs were more popular in Britain than at any time since the reign of Elizabeth the First. But they were very different in character from the fairs of pre-1914 and even from the fairs of the inter-war years. Of the thirty fairs held in Hampshire in 1912, eight, including those at Alresford, Andover, Overton and Weyhill (the latter then an enormous affair), were sheep fairs. Two were cattle fairs, and that held at Blackwater attracted buyers from all over the South of England and from the Midlands.

Six, including those at Beaulieu, Alton, Romsey and Odiham, were horse fairs, and dealers from all over England would attend them. Every one, in fact, of the thirty was a trading fair. Though showmen naturally attended them, the side-shows were definitely a side-line, providing entertainment at the end of the day. Trade was the important thing. To-day, there is not a single trading fair, as such, held in the county. Every one of the fifty is a pleasure fair. And every one is the child of Austerity.

This does not mean that none of these fairs offers anything other than pleasure sold and bought. There are a few stalls, but they are, in effect, the side-shows. The market side of the fairground has, to all intents and purposes, disappeared. You will, it is true, find market stalls at such fairs as St. Giles' at Oxford, but there is no longer the market atmosphere that used to be inseparable from the fairground. No longer may a man, on getting married, buy, as I did, his household china and his carpets in the fairground market, beating down the cheapjack's prices and getting a whole heap of enjoyment and education in the process. Controlled prices, licences, forms, in fact Austerity, killed all that.

But Austerity made the travelling showman, for the only commodity for sale, pretty well from restriction, was pleasure. Here was cheap—well, apparently cheap—relief from drabness. And how greedily the British public sought it.

And now, but ten years after the end of the war and but a year or two after the end of rigorous austerity, the picture is changing again. It is true that there are now more than 250 fairs—that figure does not include fetes of any kind—held in Great Britain every week from the opening of the season at King's Lynn onwards through the summer months. And that certainly does not sound like a slump. Yet I do not believe that anybody with any knowledge of the fairground could call the outlook really cheerful.

The rising costs of transport, fuel and wages hit fairs very hard indeed. It costs a great deal to move a big fair round the country. Again, ground rents are up, which means that the costs of pitch sites for freelance showmen are up. And again, fairground sites are increasingly menaced by Development Schemes, Town and Country Planning Acts, and what-not, and also by local councils, who are often strangely myopic. I can remember the days when the Winchester October Fair was held in the lower part of the High Street. It has now been moved out of the town, and is but a shadow of its former self. The reason given for this movement was that the fair obstructed traffic and held up trade, and generally put the citizens to a good deal of inconvenience. Now there is a by-pass and vast numbers of people rush round Winchester at a tremendous pace. The fair may have obstructed traffic, but it brought people into the city and not all the money went to the fair, by any means.

Fairs up and down the country are menaced in just this way. Again and again I hear it said that this fair or that obstructs the traffic, and that a fair in the town takes business from the trades people. It simply is not true. A fair attracts people, now as in the past. And these people, as well as the fairground people themselves (and they are always good spenders), spend money in the town. Even so, with increasing prosperity, life is getting more difficult for the fairground people. There can be no doubt that fairs, in modern times, prosper in periods of austerity and economic stress. People believe they get things more cheaply at fairs. And so they do—sometimes!

The outlook, with returning prosperity, is not bright. I think that there are likely to be fewer fairs next year than there are this. But there is, praise be, not the slightest chance that they will be forced out of business by increased regimentation and increased planning. That, should it ever happen, would, indeed, be a tragedy. The fairground business has experienced a great boom, and is now experiencing something of a recession. But no more than that, I think. Fairs have been a part of the pattern of British life for at least a thousand years—a part nomadic, like the circus and the gipsy, but quite distinct from both; a part with its own customs and its own slang (which is a mixture of Yiddish and Romany and rhyming slang and cant); a people distinct within a people.

FROM THE BOWMEN OF CRECY TO THE ANTI-TANK GUNNERS OF TO-DAY: A pageant showing Infantry through the ages at the Royal Tournament, now at Earls Court. This colourful display is carried out by the Coldstream Guards, the Highland Light Infantry and the East Surrey Regiment.

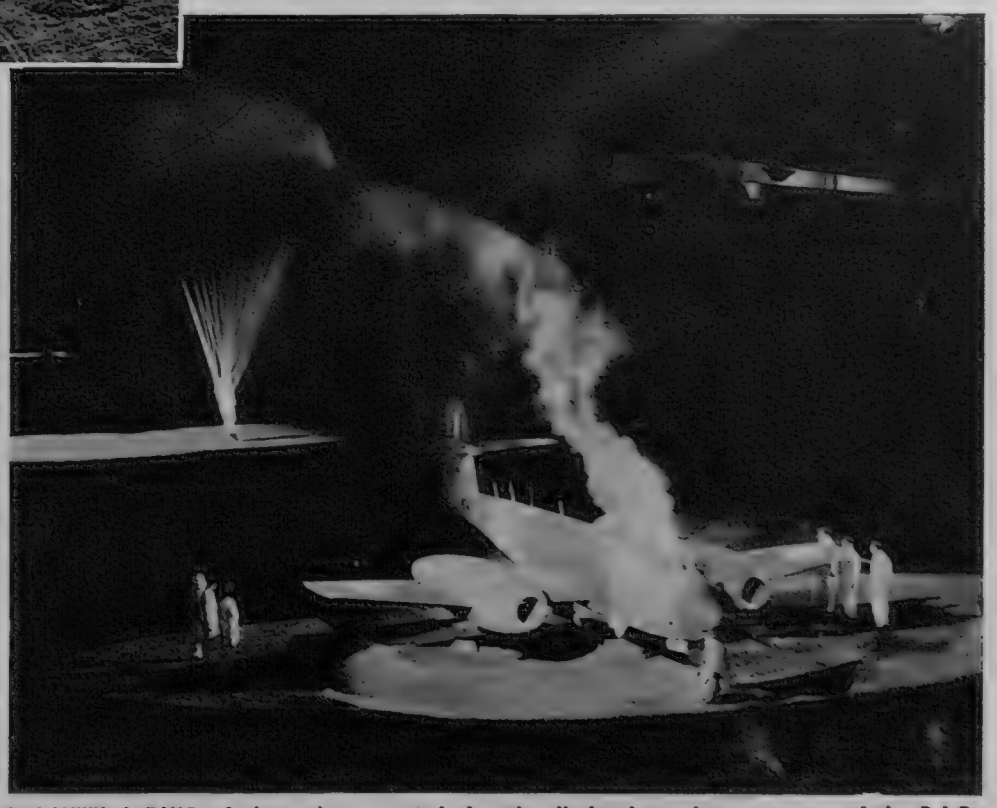
THE SERVICES ON SHOW

Pictures of the Sixty-fifth Royal Tournament, which is at Earls Court Until June 18

Since the first Royal Tournament was held as a private venture in 1880, the promoters, with nearly every display a favourite, have had to resist the temptation of including the same item year after year. In the sixty-fifth edition, there is, as in previous years, a happy blend of old favourites and new items. Among the latter, the pipe-and-drum bands of both the Arab Legion and the Pakistan Police, both of which have travelled to England especially to take part in the Tournament, are probably the most colourful. Another new feature which is both educational and colourful is the "Pageant of Infantry," showing the progress made by this branch of soldiery from the bowmen of Crecy to the modern Guardsman, with his slick, mechanical weapons. Among the old favourites is the still-popular field-gun competition between naval teams from Chatham, Devonport and the Fleet Air Arm; the Musical Drive by the R.H.A.; and the Musical Ride by the Household Cavalry. One item which has made a return on the programme after an absence of several years is the spectacular Commando raid by the Royal Marines. This year the Tournament began on June 1 and is to remain open until June 18. The Queen was expected to attend the afternoon performance last Wednesday.

NEWCOMERS TO THE ROYAL TOURNAMENT: The pipes and drums of the Arab Legion hold the centre of the arena. Another newcomer to the Tournament is the pipe-and-drum band of the Pakistan police.

A TRADITIONAL BUT THRILLING ITEM: The Musical Drive by King's Troop, Royal Horse Artillery, has been a favourite item for many years. In the confined arena great precision is necessary.



OUT WITH A BANG: A dramatic moment during the display by maintenance men of the R.A.F. While smoke from the ejection-seat cartridge pours from the cockpit of the Meteor jet, the pilot drifts down by parachute. The display also showed ejection-seat training methods.

A SEAL HUNT IN THE ANTARCTIC

An Australian Expedition Hunts in Hitherto Untrodden Territory on the South Polar Continent

Each year during the Antarctic summer, which runs from January to March, the Australian National Antarctic Research Expedition's relief ship, *Kista Dan*, sets out on a voyage through the ice-bound seas of the south to the Polar mainland. After visiting the Macquarie and Heard Islands, she goes to the Australian Scientific Station in Mawson, which is 4,120 miles south-west of Melbourne and on the Antarctic Continent.

Among the essentials carried to Mawson are husky dogs. A large part of their rations is scientifically designed and can be taken as cargo from the port of embarkation. But the dogs also need a certain amount of fresh seal meat, approximately 5 lb. of meat for each dog every three days. This means seal-hunting en route. The pictures of such a hunt on this page are of added interest because the chase took place in a territory where no humans had landed previously.

Sandefjord Bay is a vast, unexplored inlet of ice and ocean which drives into the land and has only been intermittently mapped from the air. But one afternoon this year a party from the *Kista Dan* went ashore in a blinding snowstorm. Antarctic weather changes quickly, and the next morning the sun was shining in a blue and cloudless sky. Everything glittered and flashed, except a small herd of seals about a mile-and-a-half away. This was an opportunity too good to be missed. For the dogs on board the *Kista Dan* were down to the last of the seals which had been killed on Heard Island. A light sledge was prepared. George and Binder, two immense huskies weighing about 115 lb. each, followed it. They were to drag their rations back to the ship. Soon Adelie penguins, the clowns of the Antarctic, arrived in small parties to see what was afoot. Incurably inquisitive, they investigated what was going on with great care, watching through beady, yellow-tinged, critical eyes and clucking inquiries about every happening. At a safe distance in the air giant petrels, the scavengers of the Antarctic, waited for developments.

The seals themselves behaved with a complete lack of concern. This was because they had probably never seen humans before. They watched with friendly interest the approach of the hunters while the straining huskies were held back at a considerable distance. Then the crack of rifles broke the silence of the snow, and the slaughter began. Samples of blood were taken from the hearts and livers of some of the victims, for Australian research pathologists are interested in the copper content of seals' blood.

After each kill the petrels swooped down but were disappointed. For George and Binder dragged their rations back to the ship under a well-armed escort.

THROUGH POLAR ICE AND SNOW: This picture was taken from the crow's-nest of the Danish ice-breaker *Kista Dan*, on loan to the Australian National Antarctic Research Expedition, as the vessel made her way towards the South Polar mainland through Sandefjord Bay. It is an Antarctic area which had only once previously been approached by ship.

DOGS AT A SEAL KILL: *Above*, George (on left) is restrained by Jack Walsh, the Australian expedition's dog master from Britain, during the kill. *On the right* are Binder and Jack Walsh, the Scottish carpenter. *On left*—One of the huskies bites into a chunk of fresh seal meat.

THE UNSUSPECTING VICTIM: The seal watches in a friendly manner the approach of the hunters and is interested by their presence. This was because no humans had landed on this Antarctic stretch before.

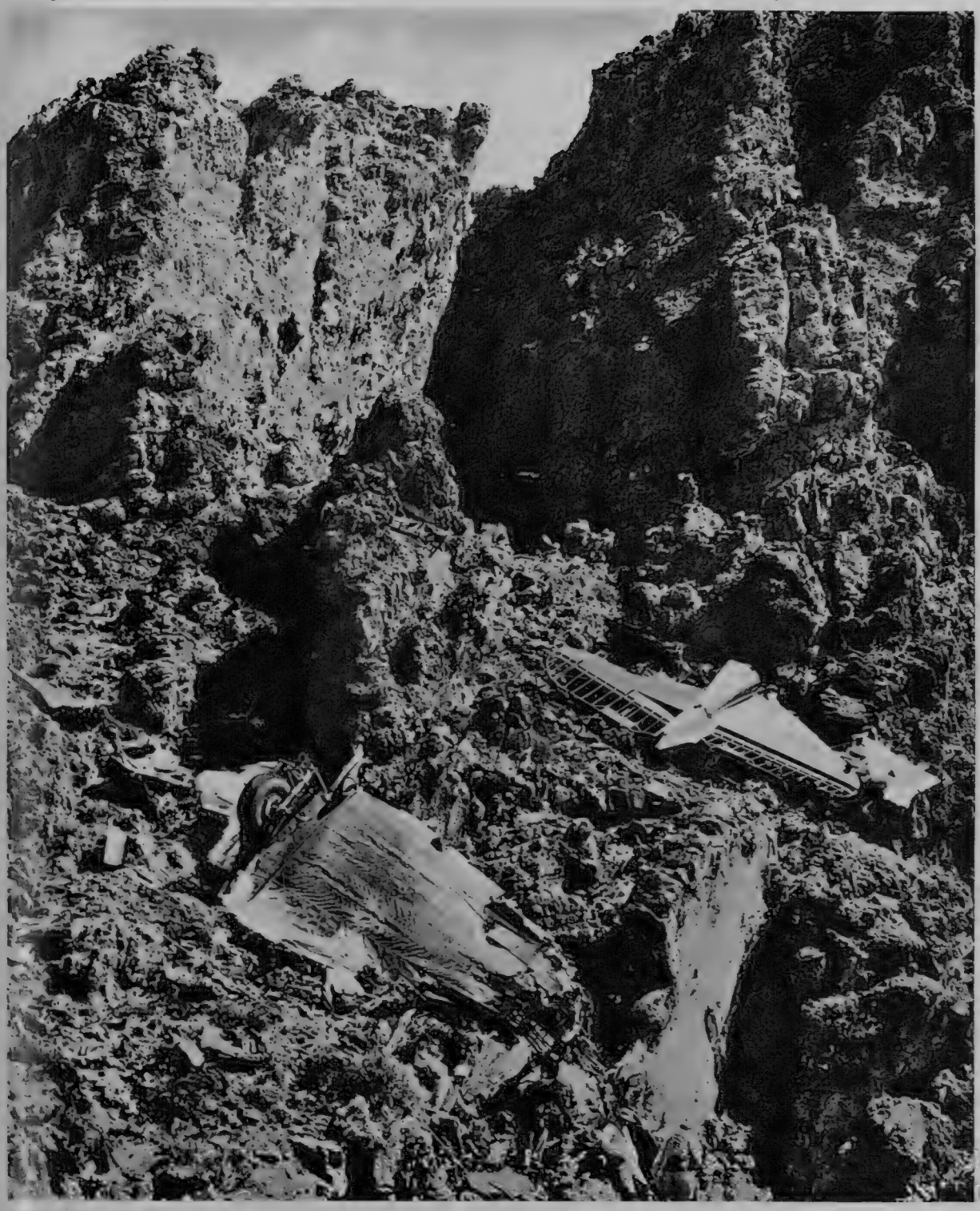
THE CORPSE IS CARRIED BACK TO THE SHIP: Members of the expedition stand round the corpse of a seal which has been shot before it is carried back to the *Kista Dan*, in the background. Seal-hunting was necessary to provide fresh meat for the dogs.

AIR CRASH ON KILIMANJARO

After a Week's Search by Foot and from the Air the Wreckage of a Dakota Aircraft was Found on Africa's Biggest Mountain

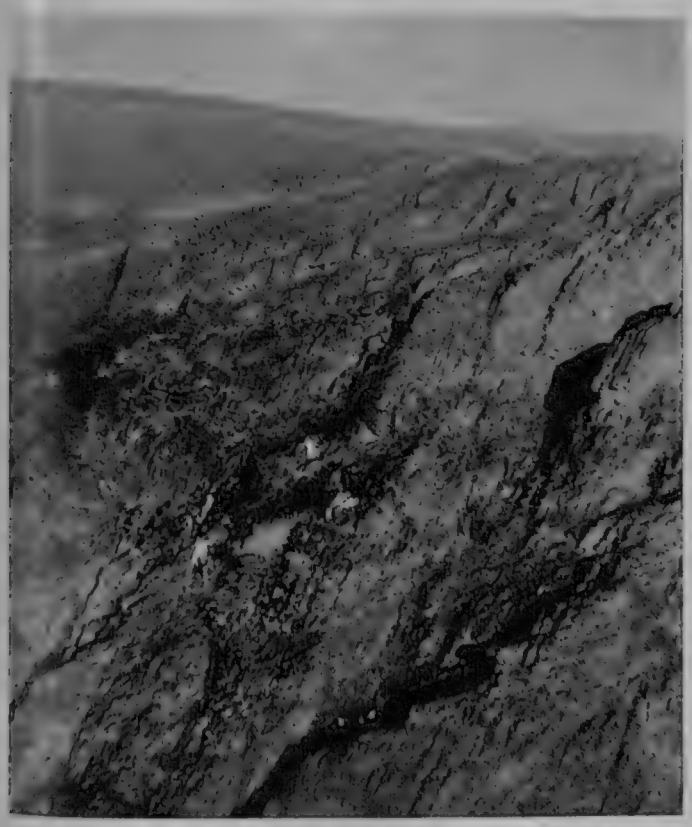
Beautiful Kilimanjaro was the scene last month of an air tragedy and a display of ingenuity by the search parties. Sixteen passengers and the crew of four were killed when a Dakota airliner of East African Airways crashed on the Tanganyika mountain while on a flight from Durban to Nairobi. At first a mist which hung low over Kilimanjaro hampered the search for the wreckage, but soon parties were on their way up likely routes on the mountain, while overhead aircraft, sometimes as many as seventeen at a time, scoured the area for signs of the crashed Dakota.

Among the aeroplanes taking part in the search was an R.A.F. Meteor jet aircraft, specially equipped for photographic reconnaissance. With the cameras fitted beneath the Meteor to point downwards, the pilot had to fly parallel to the mountain with "one wing down" in order to secure his pictures. It was one of his photographs which revealed the location of the wreckage. As soon as it was developed, it was dropped to one of the near-by search parties laboriously making their way up. This party eventually reached the scene of the disaster a week after the crash. In it was a woman journalist, who brought back some of the pictures on this page. The twenty victims received a proper burial, although the party which reached the aircraft could only move about roped together at the scene of the crash. At a roughly-constructed cairn, European members of the party and African porters joined in a memorial service.



AFTER SIX DAYS THE WRECKAGE OF THE AIRCRAFT IS FOUND: The shattered remains of the East African Airways Dakota which crashed 14,500 ft. up the Mawenzi, the lower of the twin peaks of Tanganyika's Mount Kilimanjaro. The search parties seen in the immediate foreground roped themselves together for safety.

A SIMPLE MEMORIAL TO THE VICTIMS OF THE CRASH: The stone cairn built at the nearest accessible point to the scene of the crash.



FIRST SIGHT OF THE WRECKAGE—THE PICTURE THAT WAS DROPPED TO THE SEARCH PARTY: Glinting in the sun is the wreckage of the Dakota. This picture was taken by an R.A.F. Meteor and was later dropped to the search party making its way up Kilimanjaro.

THE MAGNIFICENT TWIN PEAKS OF KILIMANJARO, SCENE OF THE TRAGEDY: This aerial view shows the cloud-capped peaks of Africa's highest mountain. In the foreground is Mawenzi Peak, and behind it rises the snow-covered Kibo peak, 19,340 ft. high. The wreckage of the Dakota aircraft was found at the extreme left of Mawenzi. All twenty people on board were killed.

THE COMMITTEE OF THE W. H. SMITH AND SON DRAMATIC SOCIETY: From left are Helen Izant; Victor Farmiloe; Ada Loe; Malcolm Rowlands; S. T. Hyde (chairman); Mary Gatti (secretary); Robert Lenahan and A. J. Irwin. Last week the Society performed *Quality Street* at the Cripplegate Theatre, in London.

ENGLAND DURING THE NAPOLEONIC WARS: Two scenes from the W. H. Smith Society's production of *Quality Street*. *On left*—Phœbe Throssel (played by Jocelyn Palmer) with her two suitors, Ensign Blades (Ronald Wellings), on the left, and Lieutenant Spicer (Frank Heath). *On right*—Phœbe, from the background, makes light conversation with her sister, Susan (Helen Izant). Patty, the maid, is Sylvia Baker.

A DISCUSSION ON THE SCRIPT: With Rona Laurie, the producer of W. H. Smith's production of Barrie's *Quality Street*, are Malcolm Rowlands, the stage manager (on the left), and Ronald Owen, who was responsible for the incidental music.

LONDON AMATEURS IN "QUALITY STREET"

The Members of the W. H. Smith and Son Amateur Dramatic Society Give Sir James Barrie's Play at the Cripplegate Theatre

A TRIBUTE TO THE GALLANT CAPTAIN BROWN: Robert Lenahan as Valentine Brown, with the schoolchildren, who are, from left, Susan Baker, Colin Packham, Celia Simmons, Jennifer Baker, Susan Hyde, Rodney Packham and Roger Packham. The young performers are the relatives of employees of W. H. Smith and Son.

OFF TO THE WARS: Valentine Brown (Robert Lenahan) takes his leave of Phœbe (Jocelyn Palmer). Miss Palmer is an assistant librarian at Smith's shop in Bromley, in Kent.

LAST week the W. H. Smith and Son Amateur Dramatic Society gave three performances of *Quality Street*, Sir James Barrie's comedy of the Napoleonic era, at the Cripplegate Theatre, in the City of London. It was the first time since 1939 the players had been seen at this theatre, which is one of the best available to amateurs in London. Their return to it shows that Smith's Society is now established in presenting runs of three nights in place of the one-night shows of pre-war days.

The members come from the headquarters of the famous newspaper, periodical and book-distributing business, and there is an increasing number from the London area retail branches. Clerks, shop assistants, bookstall managers and—in the case of *Quality Street*—their young relatives are among those who take part.

Phœbe Throssel, the charming young lady of thirty who tries to recapture the lover of ten years past by pretending to be Miss Livvy—a niece whom she invents on the spur of the moment—was played by Jocelyn Palmer, an assistant librarian at Smith's Bromley shop. Susan Throssel, her timid sister, was Helen Izant. In everyday life she is employed in the firm's News Department. The heroic Captain Valentine Brown—referred to in whispers as "V.B."—was acted by Robert Lenahan, who works amid the bustle of Knightsbridge East Station, where he is manager of the bookstall.

Josephine Hartley, Personal Secretary to Viscount Hambleden, had the part of prim Fanny. Phœbe's haughty suitors, Ensign Blades and Lieutenant Spicer, were Ronald Wellings, from the Book Department, and Frank Heath, of the directors' office. The busiest of busybodies, Miss Willoughby, and the hearty recruiting sergeant were Mary Moore and Marshall Gibson, both on Publicity staff. Other maiden ladies of *Quality Street*, Henrietta Turnbull and Harriet, were played by Elsie Andrews and Jill Payne, respectively secretary and typist in the head office News Department. Deric St. Julian Bown, the firm's Display Consultant, had the role of the Veteran of Waterloo. Patty, the buxom servant girl, acted by Sylvia Baker, and Charlotte Parratt (Sylvia Farrell), completely unlike in character, actually work together in Accounts Department. The back-stage and front-of-the-house staff were also drawn from all sections of the business.

Many of the leading members already belong to amateur companies in the suburbs; others are receiving first-class training from Miss Rona Laurie, the producer. *Quality Street* is her fourth production for the Society since its revival. Miss Laurie is an Associate Member of the Guild of Drama Adjudicators, and in the professional field she performs on television and radio, as well as producing for the stage.

The W. H. Smith company, which was formed in 1927, played first at the Blackfriars Theatre, and the following year presented *The Admirable Crichton* at the Cripplegate. Ensuing productions included *French Leave*, *A Bill of Divorcement*, *The Middle Watch*, *Sport of Kings*, and *Distinguished Gathering*. One or two of the founder members still give support back-stage.

Post-war activities began with a "trial run" in 1953 with three one-act plays in the staff meeting hall. Then the company progressed to the New Lindsey Theatre with *The Blue Goose*. Next they were at the Rudolf Steiner Theatre in *Pink String and Sealing-Wax* and *Bonaventure*, each time playing for three nights.

With an increasing public, the Society has now moved to the Cripplegate Theatre. New members are joining it for each new production and it has great plans for the future.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

THE FIRST POST-WAR GERMAN AMBASSADOR TO THE COURT OF ST. JAMES'S LEAVES TO PRESENT HIS LETTERS OF CREDENCE: A crowd gathers as Herr Hans von Herwarth leaves the Embassy for Buckingham Palace. Frau von Herwarth and members of the Embassy staff were also received by the Queen.

THE PRELUDE TO TALKS BETWEEN JAPAN AND RUSSIA IN LONDON: Mr. Matsumoto, former Japanese Ambassador in London, and Mr. Malik, Soviet Ambassador, are seen in the Russian Embassy surrounded by Press and cameramen. The Soviet-Japanese talks are an attempt to end the still existing state of war between the two countries and to settle several other problems. Among the subjects which are expected to be discussed are the release of Japanese prisoners-of-war still held by Russia, the future of territories seized by Russia in 1945, and Japanese fishing rights off the Russian coast. Japan's admission to the United Nations may also feature prominently in the talks.

On left—

A GROTTO IS BUILT IN A WAR-BOMBED CHURCH: It contains a small statue of the Blessed Virgin Mary, which has been built in a doorway of St. Dominic's Church, in Kenworthy Road, East London. The church was severely damaged by bombs in 1942. Debris salvaged from the ruins was used in making the grotto.

A BOW FOR A PRINCESS: Nine-year-old Julian Roundhill, the youngest boarder at St. Edmund's School, Canterbury, bows low after presenting a bouquet of red roses to Princess Alexandra, who was visiting the school in connection with the 100th anniversary of the school's move from London. The headmaster, Mr. W. M. Thoseby, is looking on. The Princess was making her first visit to a boys' public school.

EXTENSIONS AND IMPROVEMENTS TO THE NATIONAL LIBRARY OF WALES AT ABERYSTWYTH: The Summers Room, which is in the recently completed central block of the library. *On right*—The reading-room at the Welsh National Library. The new central block is due to be officially opened by the Queen when she visits Aberystwyth in early August. Since the foundation-stone of the library was laid by King George V in 1911, the library has cost £400,000. Of this, £80,000 has been supplied by the Treasury: the rest was donated by the people of Wales. The new central block was expected to cost £95,000 when planned, but rising costs have put the amount of money spent up to £110,000.

SYCAMORES IN THE SOUTH

Bristol-made Helicopters Act as "Pack-horses" for a Project in Tasmania

It may seem strange that the Bristol Sycamore, which is one of the neatest helicopters yet to be designed, could carry out the rugged duties described on this page. Nevertheless, the two helicopters during their week in the wilds of Tasmania did work which would have put a 5-ton tracked lorry to shame. Led by Lieut.-Commander D. F. Farquharson, R.A.N., the two helicopters flew from H.M.A.S. *Vengeance* at Hobart to the base camp at Butler's Gorge, where one of the first tasks was to help a radio mechanic fix an aerial atop a 50-ft. pole. Among the many difficulties which were encountered and overcome were soft ground and low cloud. Before landing in many places, oil drums had to be placed under the wheels while the aircraft hovered. The low cloud often necessitated the pilot flying blind up to several hundred feet before breaking the cloud. This is most difficult in a helicopter as the pilot can never be sure in exactly what direction he is flying.

As well as flying cargo from place to place, surveyors were also carried to outlying peaks. It was estimated that fifteen minutes in the Sycamore was the equivalent of up to four days march on foot. It was also shown that with the correct equipment, contour heights could be obtained from the air and this saved the surveying party much valuable time.

The Sycamore, which first flew in 1947, was the first helicopter of British design and is used in many roles, both civilian and military. This helicopter has proved its value in several uncharted and rugged terrains, notably in Kenya, where, earlier this year, a Sycamore carrying a passenger made a take-off from 10,000 ft. above sea-level. This is probably the highest helicopter take-off to be made in a tropical country.

PACK-HORSES WITH ROTORS IN TASMANIA : A Bristol Sycamore helicopter is seen flying over Butler's Gorge Construction Camp, in Tasmania. Two of these helicopters, which belong to the Royal Australian Navy, recently carried out "pack-horse" duties for a hydro-electric project.

CRAMMING THE CARGO IN : A Sycamore, carrying a steel tank and 650 lb. of wood and piping, takes off in low cloud. This type of weather called for much difficult "driving" on the part of pilots, who were forced to fly blind until above the ground-hugging cloud.

ATTACHING THE CARGO : A section of concrete piping weighing 650 lb. is slung underneath while the helicopter hovers above the ground. Anything too large to go inside could be carried in this manner.

SOME SAMPLE LOADS WHICH WERE CARRIED BY HELICOPTER IN TASMANIA : During their week of pack-horse duties, the two Sycamores completed over forty flying hours over wild and mostly uncharted country. In hours they carried out work which would have taken weeks.

TETHERED FLIGHT : A radio mechanic swings on the winch line as he fixes an aerial to the top of a 50-ft. pole. This was one of the first of a large variety of tasks undertaken by the helicopters.

THE CENTENARY OF ALUMINIUM

London Sees an Exhibition of the Development of this Metal Discovered in 1855

It was at the Paris Exhibition of 1855 that some pieces of a light and strong metal caught the eye of the Emperor Napoleon III. He ordered it for a variety of uses, from a rattle for his child to cuirasses for his cavalry. In the same year British industrialists had their first demonstration of the metal at the Royal Institution. From that time the development of aluminium as one of the most necessary metals has steadily developed.

The first factory for making the metal in Britain was established at Battersea, in London, in 1859. In the next fifty years there were various improvements in the processing, but perhaps it has been the two world wars of this century which have acted as the greatest stimulus in speeding up developments. Now aluminium is replacing many of the older metals.

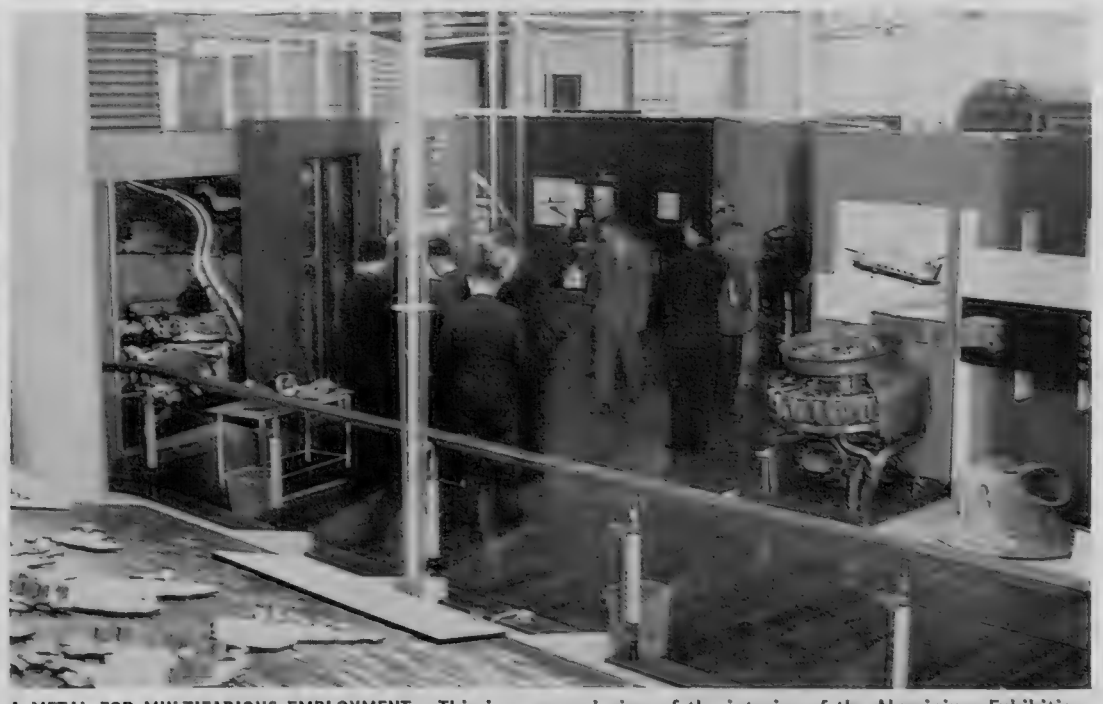
At the Festival Hall, on the south bank of the Thames, in London, the Aluminium Centenary Exhibition this week has been organised by the Aluminium Development Association to illustrate the ways this metal has been used for a hundred years and is now employed. Moored in the river by the Hall are aluminium lifeboats and the inshore minesweeper H.M.S. *Altham*, whose composite structure is largely aluminium. On the terraces and on other exterior sites are a double-decker bus for London Transport, lighter than the present standard type of bus and capable of carrying six more passengers ; a diesel train unit ; a bulk grain transporter and a 50-ft.-high hangar door. All of these exhibits are composed for the most part of aluminium. Inside the Hall are smaller exhibits which, with pictures, charts and plans, demonstrate the great progress in the use of the metal.

ALUMINIUM LIFEBOATS : They are some of the many exhibits in and around the Festival Hall, on the South Bank, in London. The exhibition marks the centenary of the invention of the metal and shows how it can be used to-day.

DIESEL RAILCAR : Aluminium alloys are employed in its structure and it was built for British Railways. It was seen by the Duke of Edinburgh, when he visited the exhibition, organised by the Aluminium Development Association.

AN ALUMINIUM MINESWEEPER : H.M.S. *Altham* is tied up at the Festival Pier above Waterloo Bridge. She is one of the Inglesham class of inshore minesweepers for operation in shallow waters, such as rivers and estuaries. Much of her composite structure is aluminium.

ALUMINIUM FOR LONDON TRANSPORT : The Routemaster has light aluminium alloys throughout its body structure. Within a few years London Transport Executive plans to replace its trolleybuses with these lighter vehicles.



A METAL FOR MULTIFARIOUS EMPLOYMENT : This is a general view of the interior of the Aluminium Exhibition. The display ranges from aircraft components of many kinds and sizes to mountaineering equipment and billiard cues. Military visitors may be especially interested in regimental buttons which need no cleaning. Aluminium enters on its second hundred years of production with prospects for unlimited development.

NIGHT FALLS OVER THE ETERNAL CITY : The skyline of Rome against the evening light. On the right is the huge national monument to Victor Emmanuel II, and to the left one of the many hundreds of churches scattered throughout the city. To every one of the many hundreds of thousands of pilgrims and tourists who pour into Rome the city presents a different aspect. Many of their glimpses of the well-known buildings are necessarily fleeting, but the memory of them remains.

ROME IN SILHOUETTE

A New Aspect of Familiar Landmarks in the Great City

A DOMINATING FEATURE OF ROME : A section of the Victor Emmanuel monument is glimpsed through a narrow street. This immense modern edifice on the north slope of the Capitol dominates modern Rome. It is made of white Brescian marble, except for the bronze sculptures like the quadriga seen on top of the 230-ft. monument. It was unveiled in 1911.

THE KEYS OF ST. PETER POINT TOWARD HEAVEN: Adjacent to the Victor Emmanuel monument on the Capitol is this ancient column with the statue of St. Peter.

ST. FRANCIS OUTSIDE "THE MOTHER AND HEAD OF ALL CHURCHES" : The sculpture of St. Francis and the friars stands out in silhouette in front of the church of St. John Lateran.

BY THE SIDE OF THE "QUEEN OF ROADS" : On the edge of Rome, by the side of the Appian Way, the ruins of a past civilisation stand out against the sky beneath the picturesque Neapolitan pine trees, which are a familiar sight throughout Italy. The Via Appia was begun in 312 B.C.

A WRECK ON THE ROCKS OFF AUSTRALIA : The trawler *Goolgwai* is buffeted by the waves as she lies on the rocks off the jagged coast at Malabar, about six miles south of Sydney Heads, in New South Wales. Crowds line the top of the cliffs to watch this mishap. The trawler's crew of eleven reached the shore by means of a rope. Some of them were slightly injured.

THE CRUEL SEA

Mishaps to Ships in the Pacific, the North Sea and the Persian Gulf

AGROUND OFF THE ENGLISH COAST : The *Harfry* (275 tons), registered in London, is seen from the air after she had gone aground off Hemsby, in Norfolk, on the East Anglian coast, some seven miles from Great Yarmouth. The lifeboat standing by has come from Caister. The *Harfry* had been in collision with the *Firmity*, a coaster, which put into Great Yarmouth with damage to her bows.

A COLLISION IN THE PERSIAN GULF : *Left*—The damaged Italian oil tanker *Argea Prima* lies in the waters of the Persian Gulf after she had collided with the Dutch freighter *Tabian*. The stern of the *Argea Prima* had been gutted by fire. H.M.S. *Loch Killisport*, an anti-submarine frigate, and the U.S.S. *Valcour*, an aircraft tender, went to her aid to extinguish the blaze. *Right*—The *Tabian* (10,000 tons), which also caught fire, is being towed to Bahrein after the collision.

ROAD TRANSPORT—A VITAL PROBLEM

A New Plea for Action; A Census of Road Traffic; Style Changes; A New Sports Two-seater; A Visit to a Sheffield Factory; New Publications for Motorists

By "THE SPHERE" MOTORING CORRESPONDENT

SO the Tories are back with a really useful majority. Let 's hope they 'll use it to forge ahead with that road programme. There 's nothing to stop them, now, from widening its scope considerably.

Unless they do, the outlook is grim for British motorists. And for the British motor industry. Who is going to buy a new car for pleasure motoring when there 's no pleasure motoring any more because of our congested cities and overcrowded roads ?

Whitsun traffic again spotlighted the need for real imagination and a sense of compelling urgency in the Government's approach to this great problem.

There are now 6,170,000 motor vehicles licensed to use the 187,000 miles of roads in Britain. Private cars can account for 3,250,000 of that figure.

In the first three months of 1955, 220,000 new vehicles were licensed for the first time. Among them were nearly 125,000 cars.

STYLING CHANGES TO THE STANDARD EIGHT SALOON : Previously known as the Basic Model, the Standard 8-h.p. Saloon is now called the Standard Eight Family Saloon, while the 8 h.p. de luxe Saloon retains that title. Features of the redesigned car (some of which are seen *inset on right*) include wind-up windows with no-draught ventilators at the front ; trimmed door-panels ; press-button door-handles, and self-cancelling flashing-type direction indicators. Cost of the new car, including purchase tax, is £509 14s.

The motoring organisations got together, before the General Election, to send a Statement of Policy to every candidate. It called for a lowering of the 2s. 6d. a gallon tax on petrol, an expanded programme of new road construction, a reduction in the flat rate car tax from £12 10s. a year to £10 and the abolition of purchase tax, for which the A.A. and R.A.C. say there 's now "no possible justification."

I hope the motoring organisations will keep hammering away at the new Government on all these points. As their policy statement emphasises, these are no party-political matters. They are vital to the life of the nation. No one can argue against the importance of road transport, whether it is the carriage of valuable export orders or the humbler problem of an artisan getting to work and home again.

Incidentally, I was surprised to read that the Road Research Laboratory is planning to carry out a census of road traffic between the London area and the Midlands this month and next.

The object of the work, according to a statement by the Department of Scientific and Industrial Research, is "to study the origins and destinations of traffic using the existing roads. These inquiries are being made in connection with the new road plans."

I should have thought the Ministry of Transport knew all about the traffic pattern between London and the Midlands by now. After all, they *have* decided to build a motorway from St. Albans to Rugby, with the intention of extending it to Doncaster later on.

Even if it 's a question of the size and shape of fly-over or tunnel junctions on the motorway, it seems a bit late in the day to be carrying out this particular kind of investigation.

Traffic census points, staffed by local authorities, will be set up at twenty-one points on main roads in Hertfordshire, Bedfordshire, Bucks, Northants, Warwickshire and Oxfordshire. Some vehicles will be stopped and drivers willing to do so will be invited to provide details of the journeys they are making.

The cheapest version of the Standard Eight saloon, known as the Basic Model, has just been replaced by a less austere version called the Family Saloon.

It has winding windows (in place of sliding ones), ventilating panels on the front doors, trimmed door-panels, press-button door-handles and self-cancelling direction indicators (unfortunately of the occulting type).

The new Family Saloon at £509 14s. (inc. tax) costs £28 6s. 8d. more than the old Basic Model, the increase on list price being £20. There are still only two cheaper British cars : the Ford Popular (£390 14s.) and the Austin A 30 (£475 14s. in the two-door version and £504 with four doors). The Ford Anglia is £511.

This new model is a sign of the times. It proves once again that motorists like their cars to be well equipped, even in the lower price range. The original Standard Eight, launched when Sir John Black was still chief of the Standard Motor Co., was based on the assumption that many motorists looking for a baby car would be quite content to sacrifice some of the normal "frills" in order to get it at a lower price.

Hence the sliding windows, "hollow" doors, single windscreen-wiper, non-self-cancelling trafficators and absence of chromium hub-caps.

The Eight excited a lot of interest, but when a de luxe version made its appearance, with winding windows and other refinements, the impact on the motoring public was even greater. This de luxe version is being continued—at £538.

The Volkswagen people in Germany have had a similar experience to that of the Standard Motor Co. Relatively few people go for the "basic" version of the V.W. Most of their customers prefer to buy the de luxe model.

Incidentally, I believe the Ford and Vauxhall Companies are now selling more of the de luxe versions of their 2¼-litre, 6-cylinder cars (the Zodiac and Cresta, respectively) than of the "basic" Zephyr and Velox.

The Nuffield Organisation have released details of the experimental M.G. sports two-seater they have entered for the famous 24-hours race at Le Mans this week-end.

It is a beautifully streamlined 1½-litre car, known at present as the "Ex. 182" and it is similar in a number of important respects to the aerodynamic "Ex.179" model which last year, in Utah, set up eight international records in its class, ranging from 120·3 m.p.h. for 500 miles to 153·69 m.p.h. for 10 miles (with flying start). The drivers were Captain George Eyston and Mr. Ken Miles.

Even more interesting than the participation of the "182" in the Le Mans race is the fact that this car can be regarded, basically, as the eventual successor to the present M.G. Midget—the T.F. model.

The famous Midget, which sold in large numbers in the U.S. after the war, has been in production, with very little change in its appearance, since 1932, when we first saw the J2 Midget. That is twenty-three years.

The Midget's traditional and somewhat "old-fashioned" shape has become its own "enemy."

An M.G. spokesman puts it like this : "With its flowing wings, orthodox radiator, square tail and innumerable bumps and hollows, it is at 85 m.p.h. or so coming up against its own particular sound barrier, to the point where one can pile on h.p. with little or no return."

The new M.G. has a 4-cylinder o.h.v. engine of 1,489 cc. with a compression ratio of 9·4 to 1 and an oil-cooler. It develops 82 brake horse-power at 5,500 r.p.m. It has a 20-gallon, rear-mounted fuel tank, a three-speed, close-ratio gear-box, independent front suspension (coils and wishbones), a welded chassis of box section and an aluminium body. It is 3 ins. longer than the T.F. Midget, 2 ins. wider and much lower.

The M.G. people modestly say that with this car and after an absence of twenty years from the motor-racing game, they do not expect to win the 1½-litre class at Le Mans. They will be "more than content" if they stay the course at an average speed of 80 m.p.h.

Two 182-type M.G.'s have been accepted by the organisers of the Le Mans race and a third car is on the reserve list.

It was an interesting experience to go up to Sheffield to see the factory where the Laycock de Normanville overdrive units are made. And it was particularly pleasant to meet Captain Edgar de Normanville, inventor of the epicyclic overdrive adopted by the Laycock Engineering Co., and who at seventy-two is as lively as most men of sixty.

It was exactly fifty years ago that Captain de Normanville filed the first patent leading to the development of his highly successful overdrive unit which, fixed behind an ordinary gear-box, gives one or more extra ratios.

The device reduces engine wear, cuts the noise level at cruising speeds and gives more miles per gallon. The Laycock de Normanville overdrive has already been fitted to some 45,000 British cars.

During my visit to Sheffield it was announced that Laycocks are shortly going into production with a smaller overdrive unit suitable for "baby" cars like the Standard Eight and Austin A 30, though it was designed mainly for cars of 1,500 cc.

Victor Britain, Ltd., the car-hire firm, has produced for free distribution what it describes as *The Traveller's Friend and Gastronomic Guide*.

It consists of a map of the United Kingdom on which 400 "Blue Points" have been marked. Each of them indicates a place where, in the opinion of the four men who have compiled the guide, a good meal may be obtained, with value for money.

The panel of four consists of Mr. Victor Bridgen (head of Victor Britain, Ltd.), Mr. James Hall, Mr. Dudley Noble and a mysterious character who wants to be known simply as M. Jacques de la T . . . .

They are not so immodest as to claim to have named the 400 best eating places in the U.K., but they consider they have chosen 400 of the best.

It is intended that the map shall be reprinted every six months and that the list of the blue points shall be continuously revised. The number will never be increased, but the standard will be raised.

I must reserve space to praise a new publication of the Automobile Association. I refer to the Foreign Touring Guide—a compact handbook of 400 pages which will be issued free to every A.A. member applying for foreign touring documents.

It contains detailed information concerning Austria, Belgium, France, Germany, Holland, Italy, Luxembourg, Portugal, Spain and Switzerland.

There are notes on the geography, climate, history, culture, sport, touring attractions, food, wine and motoring regulations of each of these countries. Other features include a 32-page atlas of Western Europe, and long lists of hotels and garages for each country, a mass of general information about Continental travel and much else besides.

In THE SPHERE of May 28, the vehicle in which the Duke of Edinburgh was driving the Queen from the European Horse Trials at Windsor was incorrectly described. It was, of course, a Land-Rover

WILL THIS BE THE EVENTUAL SUCCESSOR TO THE PRESENT M.G. MIDGET, THE T.F. MODEL ? The streamlined 1½-litre M.G. sports two-seater prototype, known at present as the "Ex. 182," which the Nuffield Organisation have entered at Le Mans this week-end. This picture shows Ken Wharton at the wheel of the new M.G. on test at Silverstone.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

TRAGEDIES AND THRILLS ON THE RACE TRACKS

The Funeral of Italy's Alberto Ascari; Motor Racing at the Nuerburgring Race-course, Crystal Palace and Indianapolis

THE FUNERAL OF ALBERTO ASCARI, ITALY'S MOST SUCCESSFUL RACING DRIVER AND WORLD CHAMPION IN 1952 AND 1953: *Left*—The scene at St. Charles Church, Milan, as the coffin of Ascari is borne out to the hearse. In the foreground are lorries laden with wreaths. Ascari was killed when his car (*on right*), a 3,000-cc. Ferrari, overturned during a practice run on the Monza Circuit in preparation for the 1,000-kilometre race at Whitsun. He had borrowed it from another driver to make a tour of the course. The car swerved after entering the straight opposite the stands on the third lap, left the track and overturned. Ascari was flung several yards. The accident occurred a few days after he had crashed into the harbour at Monte Carlo while in the lead in his Lancia in the European Grand Prix. He was picked out of the water almost unhurt.

A WIN FOR MERCÉDÈS IN GERMANY: Juan Fangio, of the Argentine (left), races across the finishing-line less than 3 ft. ahead of Stirling Moss, of Britain, to win the sports car race for cars of over 1,500 cc., at the Nuerburgring Race-course. They are both driving the Mercédès-type 300 SLR car. The length of the course was just under 142 miles, and Fangio's average speed in the race was 81·02 m.p.h.

A HOLIDAY MEETING IN LONDON: Cars at the North Tower Crescent during the Petit Prix at Crystal Palace on Whit Monday, when the National Car Race Meeting was organised by the British Racing and Sports Car Club. The winner was I. Raby in a Cooper (66·90 m.p.h.), followed by A. Cowley (Cooper) and T. Bridger (Kieft). Coopers also triumphed in the Redex Challenge Trophy.

TRAGEDY AT INDIANAPOLIS—BILL VUKOVICH IS KILLED DURING A CRASH IN THE THIRTY-NINTH 500-MILE CLASSIC RACE AT THE INDIANAPOLIS SPEEDWAY: *Left*—Smoke rising from behind the retaining wall is coming from the wrecked Hopkins Special, which crashed after having travelled 140 miles over the 2½-mile oval. The driver, Bill Vukovich, one of America's leading racing drivers, who was attempting his third victory in the race, was dead before rescuers could release him from the car. On right and left of the picture are two other wrecked cars which Vukovich had been unable to avoid. They had crashed with another two cars and caused a road block. At the time of the accident Vukovich was estimated to have been travelling at more than 150 m.p.h. *Right*—The winner of the race, Bob Sweikert, in a John Zink Special, crosses the line. He averaged 128·209 m.p.h.

The World of Books—By VERNON FANE

"POETRY WAS TO BE MY WEAPON"

Richard Church Describes His Early Life; and Other New Publications, Including Novels from Both Sides of the Atlantic

IT was Arnold Bennett in one of his more prescient critical moments who said that no poet can write bad prose. And, if we accept the poet's definition of emotion recollected in tranquillity, it seems reasonable that an autobiography by one such should be an outstanding literary event. Which is not what autobiographies necessarily are, since they tend to come from the more laboured pens of politicians and other *hommes d'affaires*. OVER THE BRIDGE (Heinemann. 18s.), which Mr. Richard Church calls An Essay in Autobiography, is, I hope, only the first volume of a series, since it takes the author only from his seven-year-old boyhood to his very young manhood. I say "only," but what richness and perception there is in these pages; perception of the senses, the spirit and the budding and flowering mind. In a single book, Mr. Church has annihilated the contention that a scrupulous regard for childhood facts and fancies is the most tedious opening to a man's memoirs.

He lived for the first years of his life in Battersea—"the Battersea marshes"—and was secure in the close affection of his family: his older brother Jack, a reserved boy who was to discover a fanatic passion for music, his postman father, good-looking, peace-loving and a source of enthusiastic plans, and his mother, who was a schoolteacher, and as hard-working as she was loving and ambitious for her sons. Writing of family relationships in "lower-middle-class homes," Mr. Church says this, which I find poignantly true:

"Social critics, especially the theorists basing their science on economics and politics, tend to overlook the result of the close, hugger-mugger home atmosphere in the child-life of the great masses. It is that which makes them over-emotional, unadventurous, matriarch-ridden. It makes them gullible, too, thin-skinned and hostile, yet at the same time almost embarrassingly kind."

From the little house in Battersea the Church family moved to another in Dulwich, a house on its own, with two tiny triangles of garden, and trees, meadow land, a pond near by, that made it "halfway to Paradise" for them all, and for young Dick brought the enchantments of different sights and sounds, a freer air, a new and more humane school, and the burgeoning of the gifts that were to transform his inner life. "Suddenly I was armed. Poetry was to be my weapon," he writes, and in those words expresses his philosophy and something of his nature.

There is not space here to write about another aspect of his book, and that is the affectionate but diamond-clear evocation of the details of such a home life as was his; the economies, the triumphs, his own dogged ill-health, the incursions of neighbours and relations, the outings on tandem bicycles. But the reader will find the pathos and the fun of these for himself.

PORTAL TO PARADISE (Hodder and Stoughton. 20s.) is one of those admirable books which defy classification, except that they fit neatly into the category of the Immensely Readable, and are entertaining, informative and elegant in their own individual way. Mr. Cecil Roberts, of course, is a master of this art; he can, and from time to time does, write travel books that marvellously lack travel stains, he can call on great erudition without overwhelming (or, more fatally, boring) the reader, and he can pursue a historical enquiry with the zest of a present-day sleuth.

The *raison d'être* of his new book is a villa which he now owns in Alassio, on the Mediterranean coast of Italy, a watering-place discovered by the English in the last century and duly stocked by them with tea-rooms, church, library and, typically, club. But Alassio, as the author shows, was known nearly 2,000 years ago by Pompey, by Julius Cæsar and by Hannibal with his elephants. It remains a place of beauty, even during the crowded, noisy months of the summer season, and around it is a lovely countryside, rich in wildflowers as it is in eccentric and likeable characters.

Mr. Peter Freuchen probably comes nearer to being the epitome of Viking hardihood and adventure than anyone living. In his new book, ICE FLOES AND FLAMING WATER (Gollancz. 15s.), which has been translated from the Danish by Mr. Johan Hambro, he tells the story of an amazing Arctic exploit which he has called A True Adventure in Melville Bay. I would only add that it is the kind of adventure that would finish off many pioneers or explorers, but Mr. Freuchen appears to have taken it in his stride A wonderful story, tough, spirited and, in every sense, miles away from the beaten track.

AMERICAN HONOURS FOR TWO BRITONS: Mr. Richard de la Mare (left) receives from the American Ambassador in London, Mr. Aldrich, the Certificate of Honorary Membership of the American Academy of Arts and Letters and the National Institute of Arts and Letters awarded to his father, Walter de la Mare. Owing to illness Mr. Walter de la Mare was unable to attend the presentation ceremony. The other recipient of the Certificate of Honorary Membership was Sir Jacob Epstein.

There are tales of brave men in the next book, too, for DOCTOR AT WAR (Johnson. 15s.) gives some of Dr. Ion Ferguson's experiences, which included a term in Colditz prison, and service with the Navy, where he began lamentably by calling a ship a boat, in the Army and in the Air Force. He was known to one commanding officer as a trouble-maker, apostrophised by Douglas Bader in the terms: "All you doctors are just the same—a crowd of Job's Comforters and bloody dead-beats," ran a poteen still at one point, conducted a party of repatriate lunatics through wartime Europe, and never for a moment forgot that he was an Irishman.

If you were touched and amused by *Cheaper by the Dozen* you should enjoy the part-author's new book, in which he writes of a new family venture. This time it is Mr. Frank Gilbreth's brother Bob and his wife Barbara who decide to run a summer season inn on the island of Nantucket. INSIDE NANTUCKET (Heinemann. 10s. 6d.) is most successful and is as bright, as funny and as candid as its predecessors.

Women authors take many of the honours in this week's selection of novels. I particularly enjoyed THE BOY IN BLUE (Gollancz. 12s. 6d.), by Miss Monica Stirling, which is about a young Frenchman, orphaned in a massacre like that of Oradour-sur-Glane, and making a certain success of his career as a composer of popular music. There is wit and excellent observation here, and Miss Stirling has a very happy way with dialogue, which would be enough in itself to recommend the novel.

THE DARLING ILLUSION (Peter Davies. 12s. 6d.) is Miss Margerie Scott's story of a Canadian girl whose overriding ambition is to be a good actress and who is able to ignore the feelings of even her nearest and dearest in order to achieve her ambition. Well written, and with a nice appreciation for human foibles.

Miss Dymphna Cusack takes her heroine away from Australia to London in THE SUN IN EXILE (Constable. 12s. 6d.), and makes her the focus for a discussion of colour prejudices as they operate between English people and native Jamaicans over here. It is a thoughtful, deeply sincere novel.

Mr. John P. Marquand has made a choice of some of his short stories and other writings, and they now appear under the title of THIRTY YEARS (Robert Hale. 12s. 6d.). This is a varied and lively one-man anthology, in which the writer, who has been called "the best novelist of social comedy" in the United States, is seen at his best and, in one of the items, at his wittiest.

The next two novels are American, and a really lively contrast to each other. First, THE UNTIDY PILGRIM (Eyre and Spottiswoode. 12s. 6d.), a first novel by Mr. Eugene Walter, is about Alabama, which one might call the deepest part of the deep South. It is peopled by as notable a collection of eccentrics as ever came out of that unconventional land. It is extremely talented, full of zest and an attractive kind of oddness.

THE EVANGELIST (Secker and Warburg. 12s. 6d.) is more sober stuff, the story of a woman who discovers in herself a rhetorical power with which she can sway big audiences, and decides to use it ostensibly for God and actually for her own advancement. Mr. Howard Otway is not afraid of drama and even melodrama, and he also knows how to tell a story well enough to distract one's attention from the essential unpleasantness of its principal character

TIMELINER (Hodder and Stoughton. 10s. 6d.), by Mr. Charles Eric Maine, is based on a successful radio play about a man who takes a trip into the fourth dimension and can't get back again, a situation all the more alarming because the author suggests that it happens in the near future. This story of time and space owes a lot to the ingenuity of Mr. Maine.

The fourth American author this week is Mr. Walt Sheldon, who has written TROUBLING OF A STAR (MacGibbon and Kee. 12s. 6d.), about a captain on active duty with a fighter wing of the American Air Force in Korea. His story is credible and well told, and the actual battle scenes are admirable in their impression of tension, speed and emotion.

A HUNDRED YEARS OF SEA STORIES from Melville to Hemingway (Cassell; 12s. 6d.) *has been edited by Lieut.-Commander P. K. Kemp, R.N. There are twenty stories in this anthology.*

In **THE MATING INSTINCT** (Robert Hale. 15s.) *two zoologists, Lorus J. Milne and Margery J. Milne, describe sexual behaviour in the animal kingdom and its significance to man.*

The contributors to **YOUTH IN THE SADDLE** (Collins. 12s. 6d.), *edited by W. E. Lyon, include Pat Smythe, Jack Talbot Ponsonby, and Diana Mason. There are several illustrations.*

MERCHANT SHIPS; WORLD BUILT (Adlard Coles. 25s.) *describes vessels of 1,000 tons gross and over built in 1954 in the world's major shipbuilding countries. In addition to the introduction by A. C. Hardy, there are nearly 200 illustrations.*

Finally, for the yachting enthusiast there is **AN EYE FOR A YACHT** (Faber. 36s.), *in which D. Phillips-Birt comments on the yacht's development and design. The numerous photographs and plans amplify points made in the text.*

TRAVEL AND ADVENTURE

And Impressions of Farm Life

A farmer who allows himself a minimum of grumbling and who combines a taste for high comedy with a shrewd native wit and an ability to write is somewhat of a rarity. John R. Allan, who farms at Methlick, Aberdeenshire, has already delighted us with his rich and varied fare, and his latest book, THE SEASONS RETURN (Robert Hale. 15s.), is in the same cheerful vein as *Farmer's Boy* and *Summer in Scotland*. This book will not teach anyone how to farm, but it will tell them a great deal about farm life in the liveliest of ways. Mr. Allan tells us how the farm is organised and how the return of every season brings its problems and its rewards.

One hundred years ago David Livingstone discovered the Victoria Falls and in so doing paved the way for the development of the Rhodesias. He ensured that our fathers were received there in friendship. In all, Livingstone travelled some 30,000 miles in Africa in country until then unknown to the white man. If his mission in life was to rid Africa of slavery he never forgot the geographical implications of his journeys, keeping copious notes of all that he saw and contriving to produce excellent maps. In THE WAY TO ILALA (Longmans Green. 25s.), Frank Debenham, Emeritus Professor of Geography at Cambridge, places the wanderings of Livingstone on the modern map. He enables us to follow exactly where he went, and to understand why he chose a particular route. Professor Debenham has first-hand knowledge of much of the country visited by his subject. Because there is clearly a sympathy between the biographer and his subject, we are able the better to understand some of the prodigious problems Livingstone encountered and to understand, too, Livingstone's frailties, for in some ways he was befogged by vain dreams and driven to excesses in his adventuring by a far-from-justified sense of past failure.

Whatever the added driving force, Livingstone pushed on into Africa in his last days with a feverish intensity. Professor Debenham leaves us the memory of an indomitable man. If Livingstone did not live to see the fulfilment of his dream of abolishing slavery, to heal "this open sore of the world," he must at least have numbered among his satisfactions his bond of sympathy with the African people which enabled him so often to achieve help where it seemed none could be looked for and to reach goals that were at first sight beyond his reach. Livingstone has been fortunate in his biographers, and Frank Debenham is by no means the least among them.

Two other great pathfinders are remembered this week with the appearance of Graham Wallace's THE FLIGHT OF ALCOCK AND BROWN (Putnam. 18s.). The author has brought much original material together for this book, in which he tells the life-stories of the two men. Alcock, the gay and lighthearted adventurer, and Brown, the ex-prisoner-of-war and man of a thoughtful turn of mind. Together they were the first to pilot an aeroplane non-stop across the Atlantic. This is a most simply and excellently-told tale, and in the chapter in which Mr. Wallace records the landing of the two men in a bog near Clifden, Connemara, he recaptures much of the exuberance of that epoch-making occasion. The reception of the heroes in London, where they received knighthoods from the King and a *Daily Mail* prize of £10,000, was a fitting climax to their adventure. Before the year (1919) was out, however, Alcock had lost his life, his aircraft crashing in a dense fog while he was crossing Normandy en route to Paris. Except for two airship flights, eight years were to pass before the Atlantic was flown again, and this time it was to be by the lone flyer. Charles Lindbergh, in his *Spirit of St. Louis*.

James Cameron has achieved a reputation as a faithful recorder of foreign affairs, and so, with more than a little anticipation, one approaches his latest record of a journey behind the Bamboo Curtain, as he chooses to call it. MANDARIN RED (Michael Joseph. 15s.) is an account of a 6,000-mile journey made in China in the winter of 1954 by trains, planes, buses and trucks and by boat on the Yangtse. "I met State officials, rickshaw coolies, poets, dramatists and coal-miners," says Mr. Cameron. "I saw homes, jails, temples and courts of law." There is no doubt that he made the most of that momentous trip through a complex country.

That unflagging traveller, Ethel Mannin, has also written an Asian travelogue. She calls it LAND OF THE CRESTED LION (Jarrolds. 16s.), and it is an account of a journey made through Burma in 1954, from the deep south on the borders of Siam to the far north, on the frontier of Red China. Miss Mannin is sympathetic to the achievements and aspirations of Burma, but this has not prevented her from writing with candour. She believes that the democratic spirit has taken firm root in this antique and lovely land.

The latest addition to the Regional Books is Norman Ellison's THE WIRRAL PENINSULA (Robert Hale. 18s.). This land between the Dee and the Mersey is a place of leafy lanes, field paths and heather-clad commons. To Merseyside folk it has long been a happy playground. To many in the south it has some delightful surprises to offer.

The Barber of Seville

HE IS AN ARTIST; and, as artists should, he chooses his instruments most carefully. He chooses British-made razors.

So do millions of self-shavers all over the world. Nearly six million British safety razors went overseas last year and close on seven million *gross* of blades went with them.

Razors and rolling stock, paper clips and cars — an infinite variety of British steel goods is helping to raise Britain's exports to record levels.

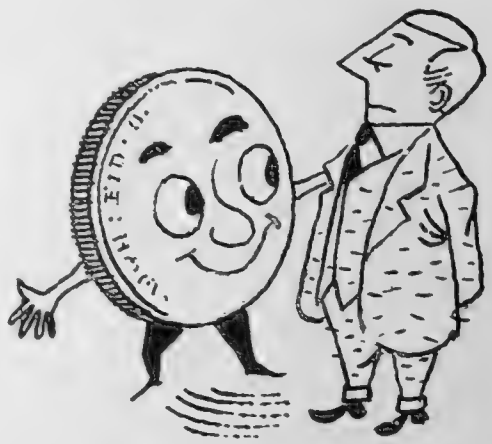
Wherever there is steel there is British steel.

British steel
leads the world

THE BRITISH IRON AND STEEL FEDERATION

S.94

Does your money smile?



It's a positive pleasure cashing a cheque at the National Provincial. Cheerful atmosphere, quick and courteous service—even your money seems to smile.

Is one bank just like another? Go to your nearest branch of the National Provincial and see! You will find a staff of experts who take a personal interest in you and your financial problem; who regard customers as friends who may need sympathetic advice any day of the week.

National Provincial Bank

where good fortunes grow

... the only British independent airline offering VISCOUNT travel .....

With the recent introduction of Vickers' VISCOUNTS on many scheduled services between the United Kingdom and the European Continent, HCA are the first and only independent airline to offer the higher standards of air travel which this incomparable turboprop airliner alone makes possible.

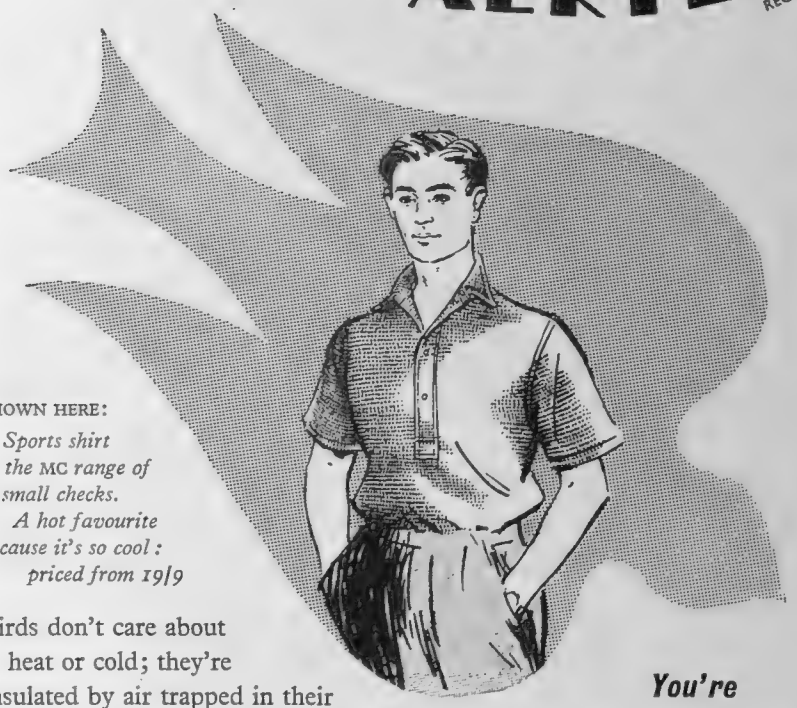
HCA

ASK ANY TRAVEL AGENT for information folders and timetables of HCA North Network Services operating from NEWCASTLE, MANCHESTER and GLASGOW to NORWAY, DENMARK, GERMANY, HOLLAND and FRANCE, or apply to

HUNTING-CLAN AIR TRANSPORT LIMITED

5 Fitzhardinge Street, London, W.1 · *Phone:* WELbeck 7799

Free as a bird in AERTEX REGD.



SHOWN HERE:
Sports shirt in the MC range of small checks. A hot favourite because it's so cool: priced from 19/9

Birds don't care about heat or cold; they're insulated by air trapped in their feathers. In cellular Aertex *you* can be air-insulated in just the same way—free as a bird from weather bother.

You're air-conditioned in AERTEX all year round

Free Illustrated 1955 Catalogue *Send this coupon to Advertising Manager, Aertex, 1 Long Lane, London, S.E.1. Telephone Hop 2855*

NAME.....

ADDRESS.....

.....

USUAL SHOPPING CENTRE.....

Genuine Aertex bears this label

ΦMII

"We praise freedom and rightly. It is the expression of individualism at its highest and riding a bicycle provides it. Here is, in full volume, confidence, self-reliance and healthy outlook that cannot be learned too young."
F. J. URRY, M.B.E. Well-known authority on Cycling.

AND WHAT BETTER WAY TO BEGIN THAN ON A

PHILLIPS

THE TRUE TEMPER STEEL BICYCLE

Phillips Bicycles with their Limousine finishes superb specifications and brilliant colour harmonies, deservedly enjoy an unrivalled reputation for Quality and Craftsmanship.

Send for full coloured Catalogue to-day, to:
PHILLIPS CYCLES LTD., SMETHWICK, BIRMINGHAM, 40.

The Secret is in the Blending

. . . a secret that gives "Black & White" its incomparable character, smoothness and flavour. Have Scotch at its very best by calling for "Black & White."

'BLACK & WHITE'

SCOTCH WHISKY

By Appointment Scotch Whisky Distillers to the late King George VI James Buchanan & Co. Ltd.

Firestone

EXPERIENCE COUNTS

... in the tread

That's where Firestone's greater tyre-experience can be felt in non-skid grip and driving-confidence.

... in the carcase

That's the heart of a Firestone tyre — tougher and better able to stand gruelling treatment because of Firestone's proved leadership in tyre designing and construction.

...in the sidewall

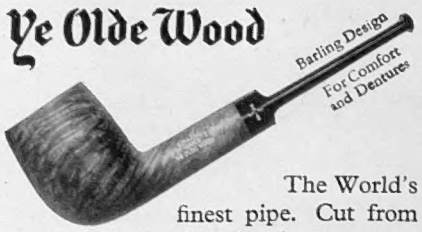
That's the part which takes the weight. Firestone's superior construction techniques bond the rubber and fabric into a stronger flexible tyre — better for running, better for cornering, better for braking.

Firestone

TYRES

TUBED OR TUBELESS—CONSISTENTLY GOOD

Ye Olde Wood



The World's finest pipe. Cut from best old matured briar, it represents the achievement of 140 years' pipe making in London.

Also available in Standard and Sandblast Series.

ALWAYS INSIST ON A

Barling

LONDON 1812

PIPEMAKERS IN LONDON SINCE 1812

Under the Patronage of
H. M. QUEEN ELIZABETH THE QUEEN MOTHER

THE ANTIQUE DEALERS' FAIR AND EXHIBITION

▼

JUNE 8-23

(Except Sundays)

GROSVENOR HOUSE, PARK LANE, W.1

▼

Open 11 a.m. to 7.30 p.m.

ADMISSION 5/- SEASON TICKETS £1
(Including Tax)

Part of which will be given to the National Society for Cancer Relief, the W.R.A.C. Benevolent Fund and the British Antique Dealers' Association.

Ideal for Toilet, Bath and Nursery

WRIGHT'S

Coal Tar Soap

For 50 years awarded the Certificate of Merit of the Royal Institute of Public Health and Hygiene.
Continuous research ensures an always improving quality.

Refreshes the whole family

AVAILABLE IN TOILET & BATH SIZE TABLETS

DR. BARNARDO'S HOMES

Still dependent on Voluntary Gifts and Legacies.

Growing boys and girls need nourishing food to build them up. Imagine our problem with more than 7,000 youngsters in our care! Food bills are ever with us. Will you help us pay them?

20/-

will feed one boy and girl for four days.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

In our family are many physically handicapped and some spastic children.

CARRY YOUR BAG SIR?

PLAY Golf—don't WORK carrying clubs!

Bag Boy exclusive features include :— Precision-engineered in rust-proof dural aluminium. Weight on pneumatics 10½ lbs. Non-slip adjustable Rubber hooker handle. Non-scratching aeroplane shock cord attachments. Adjustable Bag Clamps. No Bolts or Screws to lose. Folds in 6 secs. Ground plate to keep bag clean. Independent suspension. 25" wide track. Low centre of gravity. Tyres 12"×1¾" either Dunlop PNEUMATIC or AIR-CUSHIONED or HUGHES HOLOMATIC.

BAG BOY

GOLF CART—THE CHOICE OF OVER 200,000 GOLFERS

Bag Boy MASTER DE LUXE Die cast base plate and fork brackets : improved stronger suspension spring rods : die cast handle locking nuts : Cigarette holder on handle : including P.T. **£11 · 16 · 3**

Bag Boy DE LUXE including P.T. **£9 . 10 . 8**

AFTER PLAY FOLDS AWAY to size 34"×12"×9" fits standard locker.

U.K. Manufacturers & Exporters **A. C. CARS Ltd.** THAMES DITTON, SURREY

For friends at home and overseas . .

. . . a subscription to The SPHERE makes a splendid long-lasting gift — *and it's so easy to give!* A short note, the name and address of your friend (home or overseas) and our publisher will do the rest.

Subscription rates for 12 months.	*Home:* £5 16s. 6d.
	Overseas: £5 18s. 6d.
	Canada: £5 14s.

Your regular bookstall or newsagent will arrange a subscription for you, or write to: The Publisher, The SPHERE, Ingram House, 195, Strand, London, W.C.2.

IMPERIAL CANCER RESEARCH FUND

Incorporated by Royal Charter 1939.

Patron—HER MOST GRACIOUS MAJESTY THE QUEEN.
President—The Rt. Hon. The EARL of HALIFAX, K.G., P.C.
Chairman of the Council—Professor H. R. DEAN, M.D., F.R.C.P.
Hon. Treasurer—Mr. DICKSON WRIGHT, F.R.C.S.
Director—Dr. JAMES CRAIGIE, O.B.E., F.R.S.

Dependent upon voluntary gifts, without State aid, the Fund is under the direction of the Royal College of Physicians of London and the Royal College of Surgeons of England and is governed by representatives of many medical and scientific institutions. Money is needed quickly to assist the developments now being made in the conquest of cancer. In addition to the continuous and systematic research in up-to-date laboratories at Mill Hill, London, the work is being extended in new laboratories at Lincoln's Inn Fields. Will you please help?

Gifts should be sent to the Honorary Treasurer, Mr. Dickson Wright, F.R.C.S., at Royal College of Surgeons, Lincoln's Inn Fields, London, W.C.2.

SPECIMEN FORM OF BEQUEST

I hereby bequeath the sum of to the Imperial Cancer Research Fund (Treasurer, Mr. Dickson Wright, F.R.C.S.) at Royal College of Surgeons of England, Lincoln's Inn Fields, London, W.C.2, for the purpose of Scientific Research, and I direct that the Treasurer's receipt shall be a good discharge for such a legacy.

Andy ADAGES No. 43

He who praises everybody praises nobody . . . but everybody praises ANDY Garden Gloves for their hard-wearing properties; the way they remain soft after countless wettings and washings; and the complete protection they give against cuts, scratches and possible infection. Get a pair today!

THESE ARE THE GLOVES YOU HAVE HEARD ABOUT

4/11 per pair from all Ironmongers & Stores, or direct **5/2** post free. (State size)
TEDSON THORNLEY & CO. LTD., ROCHDALE

Andy Regd **GARDEN GLOVES**

For QUALITY

PRINTS AND ENLARGEMENTS

BY SPECIAL **NEW PROCESS** POST TO

City Sale & Exchange Ltd

66, CHEAPSIDE, LONDON, E.C.2
94, FLEET ST, E.C.4 1, LEADENHALL ST, E.C.3

POSTING BAGS AND PRICE LIST FREE

A WALLACE HEATON Company

I love

APRY

the liqueur of the ***Apricot***

Made by

MARIE BRIZARD

who this year celebrate their **200th ANNIVERSARY**

WHEN A "MINOR" IS "MAJOR"

The Skyhi "Minor" Hydraulic Jack is MINOR by name but MAJOR in performance. This exceptionally sturdy little jack, only 6½" high when closed, will lift your car with effortless ease. The long handle slides the MINOR under axle and with a few up-and-down strokes of handle the wheel is clear. A turn or two of the handle, anti-clockwise, lowers the car.

SKYHI MIN. 5

A child can use it

ONE-HAND OPERATION
NO KNEELING

Made for every motorist.

PLEASE WRITE FOR ILLUSTRATED FOLDER.

PRICE £5. 4. 6. from any Garage

SKYHI LIMITED
"SKYHI" WORKS, WORTON ROAD, ISLEWORTH, MIDDX.

NP17

Your car has NYLONS, too

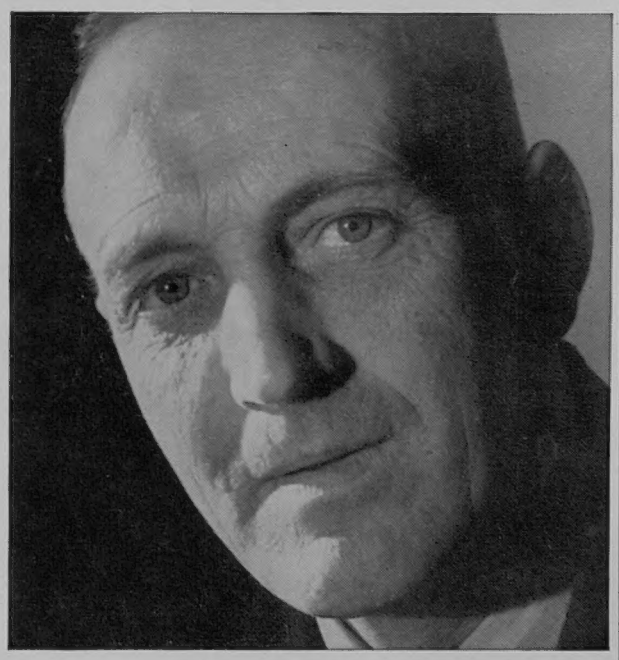
Not, it is true, to decorate its nether extremities, but in the humble role of worm and worm wheel at the business end of the speedometer drive. Whenever the car is in motion these moulded nylon gears are at work to register its speed on the speedometer dial. National Plastics made the tools and deliver the finished mouldings at a rate of some two thousand pairs a week. If you think you have a use for moulded nylon, please ask our advice. We have a lot of experience.

NP

NATIONAL PLASTICS (Sales) LTD

Sales organisation for BRITISH MOULDED PLASTICS LTD.

Avenue Works, Walthamstow Avenue, London, E.4. *LARkswood 2323*



WHO QUESTIONS THE JUDGMENT IN THESE EYES?

These are the eyes of a craftsman . . . a garage fitter . . . your garage man. He's a man who's learnt his trade thoroughly, who's proud of his skill. His opinion, his judgment are valuable. And when he tells you the brakes on your car should be tested every 2,500 miles, he does so because he knows that correct adjustment will not only prolong the life of your linings—it may also prolong *your* life.

When relining eventually becomes necessary, he'll fit the linings which his judgment has convinced him are the safest, longest lasting and most reliable—Ferodo Anti-Fade Brake Linings. Then he'll tie this Ferodo label to your steering wheel, so that you may have that extra confidence in your Ferodo lined brakes which makes motoring so much more enjoyable.

This label PROVES Ferodo Anti-Fade Linings have been fitted.

Expert advice on brakes

MAY SAVE LIFE—MUST SAVE MONEY

See your garage about

FERODO

*** ANTI-FADE Brake Linings**

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

*WHAT IS BRAKE FADE?

Known to racing men for years, "Fade" is a form of sudden loss of efficiency in brakes after a period of overwork. Your safety, like the racing driver's, lies in Ferodo Anti-Fade Linings—and in giving your garage man a chance to keep a check on your brakes for you.

Try the two-tankful test

First, fill up with Shell with I.C.A. Do not expect an imme[illegible] provement, but second, fill up with Shell again. This will [illegible]nce to work on the deposits already in your cyli[illegible]

THE INVITATION A MILLION PEOPLE ACCEPTED

REMEMBER THIS INVITATION? We put it into our advertisements seventeen months ago, when we had just introduced our new additive I.C.A. into Shell.

A million people accepted it.

The result? A million people are convinced that Shell with I.C.A. is the most completely satisfactory petrol they have ever used.

If you're not one of the million, we give you the invitation again: try the two-tankful test. You will be doing it on Summer Shell, which is specially blended to meet the special demands of hot weather motoring. On your second tankful you will notice definitely smoother running and fuller power.

HAVE YOU TRIED THE TWO-TANKFUL TEST?

SHELL

WITH

ICA

THE MOST POWERFUL PETROL YOU CAN BUY

. . . but no obstacle to the LAND-ROVER

A Land-Rover simply won't take "No Road" for an answer. Four-wheel drive takes it anywhere in any weather, no matter how steep the gradients or how treacherous the surfaces. It will haul a two-ton load with almost contemptuous ease and, when equipped with power take-off, can act as a mobile power unit or a stationary engine. It is a maid of all work and a master of all trades—the most versatile vehicle in the world.

- FOUR-WHEEL DRIVE
- 8 SPEEDS FORWARD AND 2 REVERSE
- SPECIAL LONG-LIFE ENGINE FEATURES
- 3 COMFORTABLE CAR-TYPE FRONT SEATS

86" Wheelbase Standard Model with detachable hood and side screens.

LAND-ROVER makes light work of heavy duty

MADE BY THE ROVER COMPANY LTD · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON
CVS-129

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JUNE 11, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.